His Society of

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THE SENTINEL.

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T. D. JERMAIN..............................H. H. BRIGHTMAN

TUESDAY MORNING, SEPTEMBER 11.

The Sentinel

We present to our readers this morning, all the facts, details and statements relative to the recent awful catastrophe, which will be found on our fourth page with the list of names corrected and extended with those handed in since our last issue. We are induced to re-publish this matter to enable friends to mail copies of the paper. The demand for the last two numbers of the Sentinel has been greater than we were able to supply.

On our first page will be found additional particulars, up to the latest hour.

The Wreck of the Lady Elgin.

FURTHER PARTICULARS.

VISIT TO THE SCENE OF THE WRECK.

[*From our own Reporter.*]

The Special Train which left this city at 7 o'clock on Sunday morning for the vicinity of the wreck, was composed of five cars filled with the relatives and friends of the ill-fated excursionists, and the citizens, determined to render what assistance they could in recovering and taking care of the dead. The Train arrived at Winnetka, the point where most of the survivors were rescued, shortly after 10 o'clock A. M. This place is sixteen miles north of Chicago, nineteen south of Waukegan, and seventy-one miles from Milwaukee. Probably no Train was ever freighted with a greater number of sad hearts than that from Milwaukee to Winnetka on Sunday morning last.

Immediately upon the arrival of the Train, at the suggestion of Charles H. Larkin, a meeting was organized, of which John L. Doran was appointed Chairman. Mr. Doran stated that the object of those present, he thought, was not to gratify any morbid curiosity, but to render what aid they could to recover the dead and restore them to their friends. He thought the best way to carry this out, would be to appoint a Vigilance Committee, whose expenses should be defrayed by public subscription, and whose duty it should be to remain upon the spot, identify the dead as they were recovered, or describe them and transmit all such information by telegraph to the friends of the deceased.

On motion, Mr. Doran's suggestion were unanimously adopted, and a Vigilance Committee of five was appointed to attend to these duties. Henry K. White was appointed Chairman of that committee.

The passengers then nearly all started for the beach, which was about a quarter of a mile from the railroad track, and in parties of from two to twenty scoured the shore for miles, closely scrutinizing every object in view, many hoping, yet fearing, every moment to find the remains of some dear lost friend or relative. They were all disappointed in this respect, for, in addition to the four bodies found on Saturday, up to arrival of the train only one more had been recovered, and that eight miles from where it was expected most of the bodies would come ashore. The one found was identified as that of H. P. Gallagher, of Milwaukee.

The wind was still blowing strongly, and the sea running too high to admit of any efforts to drag for the bodies with the small boats at hand. Nearly the whole day was therefore spent in profitless search along the coast.

At three o'clock James Hoy, who had walked all along the beach from Chicago, searching for the remains of his wife, announced that he had recovered five bodies between Evanston and Lake View, one of which was that of Captain Wilson, whose gold watch and other valuables Hoy delivered safely to the hands of the Coroner at Evanston. The names of the other bodies have already been reported by telegraph. Shortly after the recovery of Captain Wilson's body, one of the Chicago police arrested a thief in the act of searching the dead man's pockets. I heard that the shore was completely infested with plunderers, and it will doubtless require close watching to save anything of value that may be attached to the dead. A trunk, and contents, marked "Glover E. Simpson, Ottawa, Ill.," was recovered from the thieves, and is now in the keeping of the officers.

The coast for two miles either side of Winnetka, with the exception of a little piece a mile south of there, terminates in an abrupt clay bank, varying from 20 to 50 feet in height, and in many places *projecting* several feet out over the water. Here is where most of the ill-fated passengers were lost.—Many of them who tried to crawl up the steep bank, from extreme exhaustion fell back into the roaring surf and were seen no more. At one time towards day-light about sixty persons were seen struggling in the breakers within a few yards of the shore directly off Winnetka, and the people on the shore had to witness their struggles without being able to render any material aid. Some students from Evanston saved a good many by tying a rope around the waist of one of their comrades and letting him down from the top of the bank, and then pulling him out whenever he could get hold of any of those in the water. This was attended with a great deal of difficulty and danger to the persons attempting it, owing to the violence with which breakers dashed against the precipitous shore. Those who were carried a mile or two farther south had a far better chance of being saved.

From the fact that so many were drowned quite close to the shore, it was thought that the bodies of most of those lost from the rafts and boats would be found inside of the bar. The government lifeboat from Chicago was stationed about a mile south of Winnetka, and as soon as the sea had gone down sufficiently, the men in charge of it expected to be able to recover a great many of the bodies by the aid of grappling irons.

At a farmer's house, where I applied for a drink, I met a young man named Jacob Cook from Fond du Lac, who had lost his mother and sister from the wreck under very distressing circumstances. He had been in the water thirteen hours, and either from extreme suffering or grief, I think his mind had become somewhat impaired. His story was this: "His mother, Mrs. Jane Cook and sister, Miss Elizabeth E. Cook, a young woman of 24 years of age, were accompanying him home from a visit to the East. They took passage on the propeller *Sun* at Collingwood for Milwaukee, but the captain carried them to Chicago, stating that he could not land here on account of a fog, and then paid their fare back to Milwaukee on the *Lady Elgin*.

Mr Cook says he was on the hurricane deck with his mother and sister when the steamer went down. He endeavored to remain by them to the last, but was knocked off the deck when the steamer went down. He clung to a piece of timber and drifted away from the raft on which he supposed his mother and sister to be. He heard them call him once or twice but could not reach them, and was tossed about in the waves until picked up by the life boat a short distance from where he saw them. He came up on the train to Milwaukee and took the cars by the La Crosse road yesterday morning, and was the bearer of the sad news to his father and family.

STATEMENT OF COL. H. W. GUNNISON

I went aboard the *Elgin* about 10 o'clock and took a state-room, and went to sleep.—The stateroom was about 25 or 30 feet from the place where the collision took place.—When the collision occurred there was a violent crash, which continued with a kind of ripping sort of noise, continuing some 30 seconds. I went out from the stateroom into the cabin, and saw that the hurricane deck for the space of 10 or 15 feet, was carried away on the larbord side, and the stateroom doors and partitions beneath the place where the roof was torn off, were jammed in. The rain was pouring in through the hole made by the accident. I went back to the stateroom and put on my pantaloons, and then went through the entire length of the cabin, where the passengers had collected considerably. The vessel very soon listed over on the larboard side, but the passengers, ignorant of the object of listing her over, which was, if possible, to raise the leak above the water, insisted upon crowding over upon the upper side of the cabin. Going through the entire length of the boat, I distinguished some of the passengers, although part of the lights were out. Some of the ladies were about making a little ado, but as a general thing, it was very quiet. I heard some one remark that it was about 2 a. m., when the accident occurred.

I met Mr. Hubby, formerly in charge of the iron works of the north-western part of the State, and we talked about the probable extent of the damage, and I suggested going down below to ascertain the damage. I went below into the steerage, and found the water breaking over the deck occasionally, and the men were throwing down mattrasses, and I ascertained that she was taking water badly. I immediately went back to the upper deck and met Mr. Hubby, and told him we were in a sinking condition, and called his attention to the concussion of the water as it rolled in the hold. This was 25 or 30 minutes after the collision. I advised all those I saw, particularly the soldiers in uniform, to take off their clothing, particularly their hats, coats and belts, but I saw no one adopt the suggestion. I went to the bow of the boat, and heard the Captain call out to have the cattle thrown overboard. I then ran down the gangway a short distance, and called out to that effect, but don't know whether any one heard me. Before and all along during the accident, the whistle was sounded frequently, till the fires were extinguished and the engine ceased acting. After which the bell was occasionally rung until a very short time before the boat went down. The order of the Captain to throw the cattle overboard, and one immediately after, to break off the stateroom doors, and for the passengers to provide for themselves with planks, doors, or whatever they could find, to save themselves with, was the first general intimation to the passengers of the imminent danger we were in.

We then ran below to the main cabin, and directed the passengers to repair to the hurricane deck, which many of them, perhaps 150 or 200 did. We were then requested to crowd aft as far as possible. I had no means of knowing how near the shore we were, and therefore inferred from this command that we were near shore and that it was the expectation of the Capt that we would be driven ashore by the wind. From this time I was near by the Captain at the wheel house, until the boat went down. I observed a signal light still burning upon the larboard side of the boat, and it is my impression upon both sides. The boat by this time was evidently sinking rapidly. I removed everything from my pockets of any weight that would encumber me at all, having a gold watch, keys, a knife, money, etc., and threw them overboard, and had nothing on now but my pantaloons and shirt. I should judge it was from three-fourths of an hour to an hour after the collision when the boat settled to the main deck, a crash took place, and the boat seemingly broke in the centre, while the engine sunk through the bottom.

Previous to this, however, and the last time I passed through the cabin, I shook hands with several whom I recognized in the dim light, and bid them good-bye, among whom were Frank McCormick and sister and Miss Murphy, who were standing together in the forward cabin, and there were a number of others whom I recognized, but cannot recollect now particularly as to who they were. I advised them to avoid clinging to each other's limbs, as by so doing they would be apt to sink together, and I told Frank that when he went over, he should hang on to the dresses of the ladies in order to save them. They then had nothing to support them in the water. Whether they obtained anything afterwards or not I do not know. That was the last I saw of them.—They and those about them were generally calm and self-possessed. There was occasionally a sob or a moan, but no loud demonstration. I then attempted to kick a door off the captain's state room, but being barefooted failed, and then went into the same stateroom and found nothing but a bureau, from which I took a small drawer for my support.

This brings me to the time when I went upon the hurricane deck. As soon as the crash took place, there was a very general outcry, especially female voices. I ran and sprang as far as possible into the lake with the bureau drawer in my hands. I was drawn down a considerable depth by the whirl occasioned by the sinking of the vessel. A moment after rising to the top, and having time to draw a single breath, I was drawn under again, when the drawer was forced from my hands by the action of the water. On coming to the surface the second time, I seized hold of a scantling and a small box that were floating around me. At this time, the lake in my immediate vicinity was covered with the heads of people who had just sprang overboard. On my right, but a few feet distant, they were quite numerous. The noise of the breaking up of the decks continued for a few moments, and large masses of it, together with the wheel house and pilot house, were visible during the frequent flashes of lightning.

The pilot house was in sight near me for two or three minutes, on which were clinging several men, one of whom I thought to be the Captain, and they were visible by the lightning. The storm raged with great fury with continuous thunder, and almost incessant lightning, and the rain pouring down in torrents. The lightning gave a sort of purple glare to the lake and the human faces that were visible around me, as the persons were struggling for life. During these gleams the faces of different ones were distinctly visible for some distance, and for a few moments were quite numerous in my immediate vicinity, but disappeared rapidly. The first scenes of strangling or drowning seemed to be followed by convulsive struggles and sharp shrieks, as they threw up their hands and sank.

I called out to those near me to know who they were, and several answered, but I only recognized the voice of Mr. Kilroy, whom I had spoken to with others to keep cool and not waste their strength, but only to keep their heads above water. Some one asked me what I thought the chances were, and I told them I thought it would be good, if we only could keep our strength. I became separated from those near me, a large portion of whom I should judge sunk in the space of 20 minutes or half an hour. Shortly I heard a lad, apparently from his voice 16 or 18 years of age, shrieking for help, and told him to keep still, and I thought it would be all right, and to be careful to keep his head above water. I kept near him, and could occasionally see him during the flashes of lightning, for a half or three quarters of an hour. We talked together from time to time, and I tried to encourage him that daylight would soon come, and we should be picked up by some passing boat. At last I heard him struggling and calling for help, and I cried out to him, to which he made no answer, but had disappeared.

I now felt a powerful feeling of loneliness, as there was no other person within hailing distance as far as I could judge. By this time I had picked up a door and short plank and one or two pieces of boards, which sustained me very comfortably as the sea at this time was not very rough, compared with what it was afterwards. Considerable time elapsed before daybreak, during which there was considerable fall of rain, and the wind apparently increasing in force. Towards daylight, an old felt hat drifted along by my little raft, which I seized hold of, and soon after I got hold of a narrow strip of board, which I also retained with the idea of using them after daylight as a signal to attract attention to any effort made to rescue me.

After day had fully dawned, and I discovered the great distance from shore and the increased fury of the storm, I gave up all hopes of a rescue and threw my hat and stick away. About this time the difficulty of holding on to the two or three pieces that I had, was such that I gave up every support but a piece of 2 inch pine plank about six feet by fourteen inches, which was my entire support for the next four or five hours. At this time the shore appeared to be from 4 to 5 miles distant, and wind blowing apparently directly on shore. From the rapidity with which I drifted during the day, and judging that the boat went down about half past two, I should estimate that I had already drifted from three to four miles, from the point where the collision took place, making from 8 to 9 miles as my estimate from these data, of the distance at which the collision took place from the western shore.

As symptoms of cramp or chills appeared I exerted myself by occasional efforts at swimming with the help of the plank. I discovered a portion of the wreck at some distance, on which was apparently a large number of people, but no person near me for some time. An hour or so after daybreak, I also discovered a portion of the wreck with three men and one woman upon it. One of the men had on a military cap, and I judged him to be a member of the City Band.

Another, a larger man, had on a straw or chip hat. I worked my way up in the course of half an hour, so near as to be able to hail them, and then I discovered a fifth man some few rods beyond them, on another piece of wreck, sitting upright. The sea was so rough that these were only occasionally visible. I hailed them and asked them how they were getting along. The German made some reply, and I then asked them if there wasn't room for me. They seemed to think that they were loaded down enough, and thinking so myself, I bade them good bye, and told them I was going ashore. I then told the man with the straw hat that if he saw a vessel to put his hat on a pole or something and swing it. I struck off towards the shore, making considerable progress, and in the course of half an hour lost sight of them. Some time after this I caught a momentary glimpse of a boat with men in it. Then I supposed it was a life boat, and it was a moment of great excitement to me and cheered me up so that I almost lost self-command, and I regretted that I had thrown away the old hat and pole for a signal.

Some time elapsed before I got another view of the boat, when I discovered it was one of the steamer's boats filled with five of our passengers, one of whom appeared to be paddling with a piece of board. It continued to drift towards me, and soon afterwards it capsized, and I discovered that three men were clinging to the keel two of whom were afterwards washed off. We continued to approach each other until it ran me down and capsized me, and I came very near drowning by being thrown under the plank. When I came up I discovered that the one with the boat was Martin Eviston, who kindly invited me to get on the boat with him, and which, feeling that I had not the strength to accomplish, I declined. We exchanged some messages to be delivered by each to our friends in case either survived, and his boat presenting more surface to the wind drifted rapidly past me, and in a short time was out of sight.

About 7 or 8 o'clock the wind veered around from the east to the northeast and blew us so that we drifted in a more southerly direction, towards a point two or three miles farther off. Then it increased to a more powerful hurricane, raising the sea till it fairly rose mountains high. I found that I could ride over these huge waves with comparative ease by keeping myself nearly in a horizontal position. That if I let my feet drop they would be thrown forward of me, and throwing me upon my back and under the plank, which occurred on two or three occasions, when I came near drowning, and only recovered my position of my breast to the plank by the most terrible exertion. During the early part of my solitary trip I was sea-sick, and became very much exhausted from vomiting and retching. Occasionally I found an almost irresistible tendency to go to sleep, as I had slept but little the two nights preceding. The pain in my shoulders and neck from head and shoulders above the water became intolerable, as I was not able for hours to make any material change in my position. I also felt very faint from exertion and hunger, and towards noon was fortunate enough to find two or three pieces of dried apples and one large fresh apple, which I got hold of after a ten minutes' struggle. My hands turned purple and became cramped so that I had almost lost the use of my fingers, and I sustained myself upon the plank by hanging my arms over it, and resting upon my chest.

About an hour before reaching the shore I was surrounded by a great deal of debris from the ship, and amongst the rest discovered an old ship plank, about 16 or 18 feet long, with several long spikes in it, and one or two mortices. I felt that I could not hang to my old plank much longer, and that the other had appeared Providentially almost and could hang my arms through the holes or around the spikes. A few minutes' swimming brought me along side of it, completely exhausted, and I seized hold of it, and experienced great relief from the change. When about a mile and a half from shore, I discovered that the banks were covered with a large crowd of people, and felt slightly encouraged in the hope that I might succeed in getting through the breakers, although I discovered that it would be impossible for me to ever be able to get through the tremendous breakers that were rolling upon the shore.

As I approached nearer and discovered the precipitous nature of the bank, which I should think to be 40 feet high, and almost perpendicular, I could see no possible foundation for any hope of escape, as the waves broke clear to the foot of the precipice. I reserved my strength as much as possible for the terrible struggle that I knew was inevitable. Shortly after entering the breakers, and when within a few rods of the shore, a sea capsized the plank, throwing me under it upon my back, with my right arm locked as in a vice between two spokes, leaving me with no earthly means of righting myself, or power to keep my head above water. In a few moments' time, I was nearly suffocated, but struggled with all the power I possessed to free myself, and I attempted with a death struggle to break my arm, in hopes thereby it would relieve me from the horrible position I was in. Fortunately, however, the next sea changed our relative position so as to enable me to release myself. The horrors of the struggle for life against the terrible force of the surf, during the few moments that followed, I cannot describe. I observed that I was moving in a current parallel with the shore with greater rapidity than I was towards it. I saw several men who had let themselves down the bank, standing at the edge of the surf, prepared for my rescue.—The first time that I struck ground, I struck square on my feet, but was immediately carried back by a returning wave. The next breaker threw me forward heels over head against the bank, when I began to suffocate, and just then some man seized hold of me, and was dragged back a short distance with me. I soon felt three or four muscular hands about me, and felt that I was saved.

A rope was immediately tied around me under my arms, and I was hauled up the precipice, and made to disgorge a considerable quantity of surplus water, and then carried to the nearest house and kindly cared for. I received every attention from Mr. S. Berry, of Chicago and Mr. Paul Pratt, of Evanston, who, with others, were instrumental in rescuing me from the surf. In the condition I was in, it was impossible to discriminate between the different acts of kindness, and give each one who assisted in preserving my life, which I had for hours considered almost hopeless, his proper due.—The kindness of those named, together with the physician in attendance, and particularly a Catholic priest, whose kind offices to myself, as well as other survivors, were most incessant and effective, will forever be gratefully remembered. As soon as I recovered sufficiently to be removed, I was taken to the house of Mr. Paul Pratt, who, together with his estimable wife, cared for me in the most tender manner, and provided me with warm and comfortable clothing.

Among the incidents of my drifting voyage, which I omitted to notice, I would say that a short time before I entered the breakers I observed a man a short distance to windward standing perpendicularly upon a raft. As he reached the breakers the raft was engulphed by the waves, and he disappeared forever. It was only one of many similar incidents that fell under my observation during this perilous voyage. From the circumstances under which we were surrounded at the beginning, I had no reasonable hope of a successful result, and often in the horrible struggles of the eleven hours that I was in the water I frequently regretted in despair, that I had not gone down with my lost companions. I took the cars at Evanston and reached home just about 24 hours after the collision that befel the ill-ated *Lady Elgin*.

ADDITIONAL PARTICULARS, INCIDENTS, &C.

We are continually hearing of new incidents and statements, and give a fresh batch of particulars this morning.

The aspect of affairs in the Third Ward is indeed heart rending. There cannot be less than two hundred orphans in this Ward alone. We know of one family of seven children, helpless and friendless, whose parents were engulphed in the ruins. A gentleman who devotes much of his time to errands of mercy informs us that he found one family of five Irish children in this Ward, whose father and mother were lost, and who were ignorant of the calamity, nor did any one have the heart to break the news to them.

One family went off on the Excursion and left an infant baby with a neighbor. They were all lost, and on Sunday the infant died.

Mr. Collins, one of the lost, took the boat at Chicago to arrive here sooner than he would by other conveyance. He leaves a young and interesting wife, who is well nigh distracted.

On Sunday morning at sunrise our reporter passed through the Third Ward and found on one corner a woman sitting on a stone with her face in her hands, weeping for her children, and would not be comforted because they were not.

He met an aged man walking on the Lake shore, hatless and coatless, who felt not the air of the morning, but seemed to be drawn to the water by a strange and morbid expectation that the deep would give up its dead. Everywhere the Sisters of Charity, like angels of Mercy, were moving and offering consolation.

Mrs. Rivers states that Captain Barry got on the raft with her. She sat by the side of him for some time. He had his arm about his boy, and was holding a door at his back to keep the waves off. She also states that he was drowned, near the shore, after the raft broke up.

Too much praise cannot be bestowed on N. G. Millard, who, at the peril of his own life, saved some three or four, and has been unremitting in his efforts since, to recover bodies, assisted by his wife, a noble-hearted woman.

Michael Conner, one of the survivors, says that immediately after the collison, he heard some one on the schooner call to those on the steamer to throw a line; but in the excitement the call was either unheard or disregarded.

John Campion, who was lost, was connected with the press of New York, and a resident of that city. He was known as a contributor of the New York *Weekly*, and of *Harper's Weekly*.

Mrs. Henry and Mrs. Wilson, living near the spot, have done everything in their power to comfort those who were rescued, even to taking the clothes from their own persons, and to the friends and citizens of Milwaukee they have extended all the hospitality in their power.

The piano used in the steamer came ashore Sunday, comparatively sound, and was taken to a farm house.

Edward Spencer, a student of the Garret Bible Institute, was especially prominent in his efforts and plunged into the surf with a rope tied round his body, thus rescuing several from a watery grave.

The saving of Martin Eviston and wife, of Milwaukee, created the greatest excitement. The gallant fellow was seen some distance out, upon the top of the pilot-house, holding his wife by one arm and clinging with the other to his frail ark. As he reached shore a fearful surf capsized his raft and its burden was out of sight for several seconds. When they rose the wife was at some distance from the raft. The gallant fellow left it and swam to his wife, seized her and again regained the pilot-house. All on shore held their breath while they approached. At one instant they seemed high in air, and at the next, were buried out of sight beneath the terrible surges. At last the wheel-house grounded some distance from the beach, when the man with his wife in his arms, jumped off and commenced wading to the land. He had proceeded only a short distance, when he sunk exhausted, but was caught by Spencer, mentioned above, himself half buried in the surges, and drawn ashore.

The captain of the *Lady Elgin* was the popular and widely-known captain, Jack Wilson. No captain on the lakes possessed more friends, or deserved them more. He bore the character of a finished and siklful sailor, and of a warm-hearted and generous gentleman. It was for some hours supposed that he was among the lost. It was stated that the last that was seen of him was upon a raft, a few minutes after the accident. About 12 o'clock it was rumored that he had been picked up by a schooner, in a very exhausted condition, but alive. This good news was afterwards found to be untrue.

Among the passengers, as will be seen by the lists, were the Hon. Herbert Ingraham, a member of the British Parliament, from the town of Boston, England, and his son, the proprietor of the London *Illustrated News*. They are both lost. There were also a number of Southern gentlemen, with their wives, children and servants, on a pleasure excursion to Lake Superior. B. F. Hall, President of the Bank of Aurora, Kane county, Ill., and his wife were on board, and are lost.

PRESENTIMENTS OF THE CALAMITY.

We were reminded yesterday by hearing a gentleman ridicule the account of Chief Beck's presentiment, that we had a similar story to tell and that it was our duty to tell it. First we shall give the *Free Democrat's* statement.

Singular Presentiment.—We are told that Beck, Chief of Police, on the morning of the late calamity, and about the hour it is supposed to have occurred, suddenly awoke from his sleep with a strong impression on his mind of an impending calamity of some nature. This impression he was unable to shake off. He naturally thought, if it meant anything, it was in connection with his duties towards the city, and therefore supposed that fire, burglary, murder, or something of that nature might have transpired or was transpiring. He repaired to the Police Head-Quarters, and found all right there, and successively visited nearly every Ward in the city with the same result. After daylight he returned to his room and bed with the impression still weighing on his mind, never once, however, during the whole time, connecting his impression with the excursion, or thinking of it. About 9 o'clock he got up again and came down street, and soon after heard of the terrible calamity.

We now have the following from the lips of the parties well known in this city, and whose characters are sufficient guaranty of its truthfulness.

The lady had retired on Friday night as usual. Her husband came home at 10 and retired also. About two o'clock the wife woke the husband up in the midst of the storm.

He found her sitting up in bed the picture of terror, but unable to give expression to her feelings. The husband asked her earnestly what was the matter, and she finally replied that she did not know but *there was something dreadful happening*.

He then rallied her and laughed at her terrors, attributing them to the violence of the storm.

But the same undefinable impression of something dreadful clung to her, and they finally got up, (the husband supposing her to be sick), and they spent the rest of the night in their parlor.

In the morning they both came to the conclusion, that it was the effects of a nightmare, until the astounding intelligence reached them. It is somewhat singular too that the family had no relatives or near friends on the ill fated vessel.

ADDITIONAL NAMES.

We are requested to make the following additions and corrections in our list:

Robert Ring and wife, both lost. Leave two small children.

James Veale, leaves a wife and children.

We take pleasure in stating that the name of McManman, as published in the list, was a mistake. No such person from Milwaukee was on board.

Miss Martha Weck and her sister Lena Weck, Norweigans, were lost.

A private despatch from Capt. Becker, to Mr. Cordier, says that Mr. Nickel, leader of the City Band, and young Dressler, son of gaddler Dresser on East Water street, were saved.

Chas. Bemering was saved.

BODIES FOUND.

Evanston, Sept. 3.—There has but one body found in this vicinity since yesterday, thus far—will probably hear of some. The description is as follows: Young man from 22 to 25 years of age, 5 feet 10 inches high, dark ribbed pants, grey sack coat, brown hair, no vest, new pair of calf skin boots, pin on shirt, marked on shirt "M. S.," number 15 beneath the initials. There was found near the pier at this place, a short distance from shore, a shirt and two bodies, one dress in black and one in regimental. It would be well to have some grappling irons to use between the first bar and the beach, the water is not over ten feet in depth.

Chicago, Sept. 10.—A body supposed to be Mrs. Newcomb is in Chicago. Let her husband come down.

[Signed] WHITE

Chicago, Sept. 10.

Body of Mrs. Curtis recognized. Thinks the body supposed to be Agnes Keogh's Mary Spellon of Newhall House. Capt. Starkweather is here and will remain as long as he can be of service. George Parke of the M. & M. depot saved. Bodies of Miss Curtin and H. P. Goff sent up by train. James Tevlin, of Newhall House, body just in.

The authorities are doing all in their power to have bodies recovered and identified. The following have been identified: Eliza Curland, Agnes Keogh—probably, W. Bressler, McLaughlin, Nicholas McGrath, Emma Kingsley, Peter Riley, Mary Cretian, Miss Ward, J. W. Newton, Tom. Eviston, F. W. Morrison, Stephen Murphy, four men unknown, four women unknown, one infant unknown. Bodies much disfigured except Eviston.

Twelve O'Clock.—A man just found, about five feet seven inches high, dark brown hair, black moustache, square forehead, dark mixed woolen vest, satinette pants, small check, letter J. marked on left corner.

Chief of Police Beck telegraphed last evening that the bodies of the following named persons would come upon the night train:—Elizabeth Curlin, Thos. H Eviston, Ann McGea, James Sullivan, Mrs Fahey, Mr. Senfteven, S. A. Downer, Johanna May, Mr. Kennedy, Jacob Nichols, Thos. McGill.

THE CITY.

Arrival and Departure of Railroad Trains, and Hour of Closing Mails.

Depart.	Arrive.	Mails Close.
MILWAUKEE & CHICAGO.		
10:15 A. M	1:15 P. M	9:30 A. M.
8:15 P. M.	12:30 A. M.	2:00 P. M.
6:30 P. M. Mixed train to Chicago.		
LA CROSSE & MILWAUKEE.		
1:30 A. M.	9:40 A. M	9:00 P. M.
1:55 P. M.	2:35 A. M	12.30 P. M
MILWAUKEE & MISSISSIPPI.		
10:45 A. M.	11:45 A. M.	9:30 A. M.
4:00 P. M	4:00 A. M.	3:15 P. M.
10:45 P. M	5:30 P. M.	9:30 P. M.
MILWAUKEE & HORICON.		
1:45 A. M	9:30 A. M.	9:00 P. M
1:55 P. M.	2:35 P. M.	12:30 P. M.
MILWAUKEE, WATERTOWN & BARABOO VALLEY.		
4:15 P. M.	12:30 P. M	3:30 P. M.
DETROIT & MILWAUKEE.		
5:00 A. M.	11:00 A. M.	9 P. M.
4:00 P. M.	10:30 P. M.	3 P. M.

Departure of Steamers.

FOR TWO RIVERS.

The steamer *Huron* leaves Olmsted's dock, every evening at 8 o'clock, for Port Washington, Sheboygan, Manitowoc and Two Rivers.

FOR BUFFALO.

Screw steamers, with good accommodations, leave the different transportation docks every day, for Buffalo.

FOR OSWEGO AND ODDENSBURGH.

One of the Northern Transportation Co's screw teamers sails for the above ports every day, from the he Company's dock at the M. & Miss. R. R. depot, touching at nearly all intermediate ports.

FOR COLLINGWOOD.

The Collingwood Line of screw steamers leave semi-weekly from Dousman's dock, foot of East Water Street, connecting at Collingwood with the Northern Railway of Canada, for the East.

FOR GREEN BAY.

The screw steamer *Ogontz* makes weekly trips to the above port starting from Olmsted's dock.

Senator Seward.

Senator Seward leaves here this morning in company with Gen. Nye and party by the 10:45 train for Madison. In consequence of the overwhelming calamity no public reception was tendered to the distinguished guest, but a large number of citizens visited him at the residence of Mr. Mitchell, where he was stopping.

The Grain Trade.

The sales of wheat in our market yesterday, were quite large, exceeding 100,000 bushels, at an improvement of 4a5 cts., on Saturday's ruling prices. The receipts of wheat including flour, were 76,242 bushels, and the shipments 131,940 bushels. Since Saturday morning, our shipments of wheat amount to 253,174 bushels.

Head-Quarters of the Standing Committee of the United Militia, held at Milwaukee on the 10th day of September, A. D. 1860, pursuant prior to resolutions passed.

Major Casper Fleed, Chairman.
Mathew Marx, Secretary.

Moved and seconded that the resolutions of the military meeting held on Sunday, the 9th day of September, be accepted, and the resolutions be adopted.

Alderman Greulich then expressed that the city make arrangements; that they will adopt the military arrangements made already by them, which was unanimously adopted.

Major Horwitz made a motion that the Chairman shall appoint a committee of three to make a programme for the day the funeral shall take place, which was adopted.

The Chairman appointed as city committee General Best, Major Horwitz and Col. P. W. Hoyt.

The committee met accordingly, and returned and recommended the following resolutions:

PROGRAMME.

1. Resolved that the First Division consist of the Grand Marshal, Major Horwitz.
2. Band.
3. Major General Hathaway and stave.
5. Brigadier General Ch. Best and stave.
5. General King and stave.
6. First platoon of the Milwaukee Dragoons.
7. Military delegation of Chicago.
8. Other military delegations from abroad.
9. Milwaukee Light Guard, Capt. Starkweather.
10. Montgomery Guard, Capt. Duran.
11. Black Yager, Capt. Dreher.
12. Milwaukee Rifles, Capt. Becker.
13. Milwaukee Artillery, Capt. Herzberg.
14. Second platoon of the Milwaukee Dragoons.

SECOND DIVISION.

1. Marshal.
2. Band.
3. Mayor and Common Council of Milwaukee.
4. Survivors of Union Guard and City Band.
5. Chamber of Commerce.
6. Milwaukee Fire Department.

THIRD DIVISION.

1. Marshal.
2. Band.
3. Civic Societies.
4. Citizens Generally.

Between the First and Second Divisions a Hearse, with the Figure-Head of the Steamer *Lady Elgin*, drawn by Six Horses, and followed by the relatives and friends of the deceased and saved.

The procession will form on Market Square, at 9 A. M., and march up Mason street to Jackson, up Jackson to the Cathedral—to attend the religious services there—from there down Jackson to Huron street, down Huron to East Water, up East Water to Spring up Spring to Fourth, up Fourth to Chestnut, down Chestnut to East Water, down East Water to Market Square, there to disperse.

Signed by the Committee.

Meeting of the Milwaukee Bar.—A meeting of the members of the Milwaukee Bar was held yesterday morning at nine o'clock at the Court House, to take into consideration the propriety of adjourning the County Court, in view of the recent sad calamity. Jas. H. Paine was called to the Chair, and Chas. A. Hamilton, appointed Secretary. After a few remarks by Messrs. Butler, Austin and others, a resolution was introduced by H. L. Palmer, to the affect that the Court be requested to adjourn and that the meeting of the bar adjourn until this morning, and that a committee of five be appointed to present resolutions to the adjourned meeting.

The Court being soon after opened, Judge Albert Smith stated that the Court would stand adjourned until Wednesday morning, nine o'clock.

A. Card.—I respectfully request all persons who know anything of the circumstances of the loss of my son George P. Arnold, to communicate the same to me. He was fifteen years of age, rather small, and was dressed in light cap, black jacket, plain black silk vest, and light mixed pants.

J. E. ARNOLD.

Milwaukee Light Guard, Attention.—The membess of the Milwaukee Light Guard are commanded to meet at the Armory at 8 o'clock, this (Tuesday) morning, armed and equipped in full dress uniform shakos and knapsacks. By order of

Lieut. Chapin.

J. F. Wage, Orderly.

Caleb Wall has a sale of superior Furniture on Wednesday the 12th, at the house of Mr. C. E. Danforth, Seventh Ward.—Catalogues are ready for delivery. Ladies are requested to attend the sale. Read his advertisement.

Musical Society Requium.—The Musical Society will perform a Requium for the dead some time this or next week, at the Cathedral, if that building can be obtained. The proceeds to be appropriated to the relief of the sufferers by the accident.

The Funeral of Thomas H. Eviston will take place to day at 9 o'clock A. M., from the house of his father on Main street. The friends of the family are respectfully invited to attend.

The Bodies of Mrs. Rice, Miss Ward, Geo. F. Oakley and Alex. Corbitt were received here yesterday afternoon.

On account of the terrible calamity which has befallen our city, the Garibaldi Festival is indefinitely postponed.

Halbert E. Paine,
Peter Englemann,
Pierre Claude,
Wilhelm Franfurth,
} Committee.

The Teachers of all the Public Schools are requested to close them to-morrow.

J FORD, Sup't of Schools.

LOCAL NOTICES.

Reader, have you seen Professor Wood's advertisement in our paper? Read it; it will interest you.

SAML. I. BRIDGE,
Real Estate Agent,
MONEY AND INSURANCE BROKER,
Under Newhall House Michigan St.

CITY AND COUNTRY PROPERTY bought, sold and exchanged. Taxes paid. Abstracts of title furnished. Notes, Mortgages, Stocks and other Securities negotiated. Loans obtained.

MARINE AND FIRE INSURANCE effected in the best companies at lowest rates.

CITY AND COUNTY ORDERS bought and sold.

LAND WARRANTS constantly on hand.

CAPITALISTS desiring to find profitable investments are invited to call. Letters of enquiry will have prompt attention.

my21j762d1y SAML. I. BRIDGE.

SEND YOUR
MAGAZINES, &C.,
TO THE
SENTINEL BOOK BINDERY,
AND HAVE THEM BOUND.
The Cost will be Trifling.

Herrick Allen's Gold Medal Saleratus has not its equal in the world, as all who have ever used it will testify. If you would preserve health in your families, and good sound teeth, and at the same time be economical, make an investment in a pound of it, and you will ever after use it. Do not be put off with any other. Most of the Grocers have it.

At wholesale by Littell & Baker, Dutcher, Sexton & Co., and John Dahlman & Co. my22j706

ALLIS & McGREGOR,
LAND, LOAN & INSURANCE AGENTS,
OFFICE UNDER STATE BANK.
EDW. P. ALLIS. JOHN P. McGREGOR.

Western Union and Wisconsin State Telegraph
Office—Free Democrat Block, Milwaukee.

CONNECTIONS with all lines East. The Wisconsin tate Lines run from Milwaukee to La Crosse, Fond du ac and Waupun, on railroad routes. Also, from Milwaukee to Janesville, Madison, Watertown and Prairie du Chien. Stations at all important intermediate points.

Office hours from 8 A. M. to 8 P. M.

my1stl237dtf-1stpp A. WELLER, Agent.

FOR SALE.

A STABLE AND WOODSHED, on Van Buren near the corner of Biddle street. These buildings are well finished and painted, and are suitable to be converted into dwelling houses. The Stable is 20 by 20 feet; the woodhouse is 17 by 22 feet, and two stories; and will be sold cheap, if applied for immediately. For further particulars call at my house, on Division street, between Jefferson and Jackson streets.

aug30tf A. GRANT.

REUNION.

Miner & Faries have again formed a partnership for the practice of Dentistry in all its branches.

Office No. 21 Wisconsin Street. G. B. MINER, R. J. FARIES.

Milwaukee Feb. 18th, 1860. feb12j217dawly1stpp

We would say to our lady and gentlemen friends visiting Milwaukee, that one of the greatest conveniences we have is the Commercial Dining Rooms, on East Water St., opposite Nazro's hardware store, where a good meal can be procured any time day or night, in private rooms, and to cost according to the appetite; from 10 to 40 cents. The ladies can run in with bonnets and shawls on and get what they want to eat, and be ready to go about their shopping again in ten minutes time. Of course you will give the "Commercial" a call. d1w

Bread is likely to be plenty this year. But its quality depends upon the way it is made. Those who prefer bread perfectly light and sweet, must recollect that De Land & Co.'s Chemical Saleratus is indispensable in its manufacture. It can be procured from any good grocer or storekeeper. It costs you no more than an inferior article, and makes infinitely better bread, cake, pastry, &c., than the common Saleratus. Sold at wholesale by the principal grocers, and by the manufacturers, D. B. De Land & Co., Fairport, Monroe Co., N. Y.

aug16j971decdaw6m

Barry's Tricopherous is the best and cheapest article for dressing, beautifying, cleansing, curling, preserving and restoring the hair. Ladies try it. Sold by all Druggists and Perfumers.

mar15j427d6m

Bunting Flags, American Ensigns, &c., on hand or made to order, by L. T. Chase & Co., corner East Water and Chicago Streets.

aug21j9d1mo

E. TOWNSEND MIX,
ARCHITECT.

PLANS AND SPECIFICATIONS FURNISHED, and Buildings superintended on reasonable terms. Office on corner of East Water and Wisconsin streets, in Ludington's Block.

jan21j232d1y

Groceries and Provisions.

GROCERIES! GROCERIES!!
THE LARGEST STOCK
AND THE
LOWEST PRICES IN THE CITY
ARE AT
HUNN & CROSBY'S!
No. 184 East Water Street,

WHERE OUR FRIENDS AND THE public generally can always find the choicest articles in the Grocery line, selling at the very lowest prices for cash, and cash only. Our motto is

"Small Profits and Quick Returns!"

To which we strictly adhere, and we pledge ourselves at all times to sell goods cheaper than the same qualities can be bought for at any other store in the city. This is no idle boast, as we will demonstrate to all who will favor us with a call and an opportunity to prove it. We keep everything in the way of STAPLE AND FANCY GROCERIES, and shall, at all times, be pleased to exhibit them, and have the truth of our assertions tested. Our space will not permit us to enumerate the various articles to be found upon our shelves. We can only say that we are "AT HOME" in every department, and can supply you with the

SUBSTANTIALS OF LIFE.

That are usually to be found in a first-class grocery. Send in your orders, and they will be filled promptly and the goods delivered in any part of the city, free of charge. HUNN & CROSBY.

feb10j443 d t w&w y

NOTICE! NOTICE!!

J. W. EDYARD,
GROCER AND WINE DEALER,
161 EAST WATER ST.
WHOLESALE OR RETAIL,
HAS ON HAND A LARGE AND WELL SELECTED STOCK OF CHOICE
Groceries and Provisions,

TO WHICH THE ATTENTION OF Milwaukeeans is respectfully invited. Also on hand, the finest stock of Old Brandies, Gins, "Old Pale Sherrys" Port and Maderia Wines, &c., ever offered in this city, all purchased in bond, and warranted genuine.

Champagnes from the celebrated houses of Heidsieck & Co., Moet & Chandon, and others; Still Wines, of various brands, Scotch Ales and London Porter.

Agent for

J. J. Sand's Celebrated Cream Ales,

in half barrels, kegs and bottles.

Seine Twines, Bag Twines, Wrapping Twines, and three-cord Gilling Twine, No. 30, white and gray.

All goods warranted, and delivered in any part of the city, without extra charge.

au27 161 East Water Street.

SUGARS.

DAILY RECEIVING FROM NEW York the best quality of Crushed, Powdered Granulated and Coffee Sugars. For sale at renner's prices. J. W. LEDYARD, Grocer, 161 East Water St.

RASPBERRY JAM.

50 JARS RASPBERRY JAM FROM Sugar Island, Lake Superior, just received and for sale by JNO. W. LEDYARD, Grocer and Wine Dealers, 161 East Water st.

J. H. BUTLER. D. T. POST.

LIVERY & BOARDING STABLE,
Foot of Mason St., near the old Post Office.

THE SUBSCRIBERS HAVE REMOVED their stock from the stable formerly occupied by them, corner of Main and Huron streets, to the old establishment, foot of Mason street, thus consolidating the two in one, making the largest and best appointed Livery establishment in the entire West. We shall be glad to see our friends and customers, and feel confident that we can furnish them with as good and stylish a turn out as any similar establishment in the city. Particular attention given to furnishing Carriages and Hearses for Funerals. Thankful for past patronage, we hope to merit a continuance of the same. BUTLER & POST

jy13j83d3m

Insurance.

UNITED STATES
MARINE AND FIRE INS. CO.,
Capital $100,000 00—Surplus $15,111 81,
OFFICE—Under MITCHELL'S BANK, corner East Water and Michigan Streets.
MILWAUKEE, - - - - WISCONSIN.

DIRECTORS.
J. A. Helfenstein, E. Sanderson,
Samuel Hale, Moses Kneeland,
G. D. Dousman, H. L. Palmer,
S. S. Daggett, Daniel Wells, Jr.,
Solomon Adler.
J. A. HELFENSTEIN, President.
G. D. DOUSMAN, Vice President.
W. T. PALMER, Secretary.
S. S. DAGGETT, Treasurer. mar7

BY STATE AUTHORITY.
Insurance Against Loss and Damage by Fire
Germania Fire Insurance Co.,
NEW YORK CITY.
CASH CAPITAL, - - - - $200,000 00
SURPLUS December 31st, 1859, - 15,732 23
OFFICE 8 BEEKMAN STREET,
(PARK BANK BUILDING.)
M. HILGER, President.
RUD. GARRIGUE, Secretary.

Firemen's Fund Insurance Co.
NEW YORK CITY,
110 BROADWAY
METROPOLITAN BANK BUILDING.
CASH CAPITAL, - - - - $150,000 00
SURPLUS December 31st, 1859, - 11,149 09
N. E. GRAHAM, President.
HENRY BEECKMAN, Secretary.

New Amsterdam Fire Ins. Co.,
NEW YORK CITY,
OFFICE, 20 WALL STREET.
CASH CAPITAL, - - - - $200,000 00
SURPLUS, December 31, 1859, - 52,569 00
D. S. MANNERS, President.
WM. H. DUSENBERRY, Secretary.
Policies in the above First Class Co.'s issued without delay, and losses promptly paid by
JUSTUS REINHOLD, Agent,
Office in Preusser's Block, cor. East Water and Mason sts., Milwaukee, Wis. oct11j532d1y

North-Western Insurance Comp'y,
CITY OF OSWEGO, N. Y.
Milwaukee Office, No. 6 Newhall House, Michigan Street.
FIRE AND INLAND MARINE.
INCORPORATED 1832.
Cash Capital, $150,000; Surplus, $178,548.
Cost of Re-Insuring existing risks..........$60,800 00
Leaving a Net Surplus of..........117,748 00
Losses paid by the Company since 1832......2,701,703
Forty-two Dividends paid to the Shareholders..........358,460 00
JAMES PLATT, President,
E. B. LUDLOW, Secretary.
JOHN WHITE, Agent,
Office No. 6 Newhall House, Michigan st.
feb16j5856d1y

Liverpool and London
FIRE AND LIFE INSURANCE CO.
Stockholders Personally Liable for all Losses.
AUTHORIZED CAPITAL..........$10,000,000
INVESTED FUNDS..........6,000,000
YEARLY REVENUE OVER..........2,000,000
INVESTED IN THE UNITED STATES OVER 1,000,000
Office, No. 56 Wall Street, New York.
DIRECTORS IN THE UNITED STATES.
James Brown, Esq., Ch'n, Francis Cottinet, Dp. Ch.
Ed. F. Sanderson, Esq., Joseph Gaillard, Jr., Esq.,
William S. Wetmore, Esq., Edw'd M. Archibald, Esq.,
Alex Hamilton, Jr., Esq., Henry Grinnel, Esq.
Eugene Dutilh, Esq.
ALFRED PELL, Resident Secretary.
ALEX. HAMILTON, Jr., Counsel for the Company.
ROBERT ELIOT, Agent, Milwaukee.
Office at the M. & M. R. R. Depot.
dec20d1y

MILWAUKEE MUTUAL
FIRE INSURANCE COMPANY,
OFFICE, NOS. 3 & 4 MARTIN'S BLOCK.
(Second Floor.)
CAPITAL 100,000 DOLLARS.
THE OLDEST COMPANY IN THIS State, unsurpassed for safety, and unequaled in cheapness by any Company in the State.
DIRECTORS:
S. S. Daggett, H. D. Holton,
B. Cramer, G. Barry,
H. L. Palmer, J. B. Martin,
Aug. Greulich, Henry Fess,
J. H. Van Dyke.
S. S. DAGGETT, President.
J. B. MARTIN, Vice Pres't.
P. B. HILL, Secretary.
jan16 M. L. SKINNER, Office Agent.

Milwaukee City Insurance Co.
OFFICE, MITCHELL'S BUILDING, MICHIGAN ST.,
Milwaukee..........Wisconsin.
CHARTERED CAPITAL..........$200,000
CASH PAID IN..........100,000
DIRECTORS:
H. L. Palmer, C. D. Davis, W. A. Prentiss,
James Johnson, S. S. Conover, E. Eldebracht,
J. B. Kellogg, J. Humphrey, C. Comstock,
Henry Mittman, J. H. Cordes, James Murray,
Charles Geisberg, Geo. Dyer, Joseph F. Hill,
JAMES JOHNSON, President.
A. L. WALRATH, Secretary.
H. L. PALMER, Attorney.
R. S. CONOVER, General Agent.
Fire and Marine Risks taken at current rates.
je5j753d1f

The Park Fire Insurance Company
INCORPORATED IN 1853.
CASH CAPITAL,..........$200,000 00
SURPLUS, July 1, 1859..........86,099 29
OFFICE—287 BROADWAY & 56 WALL STREET, NEW YORK.
THIS COMPANY INSURES BUILDINGS, Merchandise, Ships and their Cargoes in Port, Household Furniture, and Personal Property generally, against Loss or Damage by Fire.
JOSIAH W. BAKER, President.
WM. JAFFRAY, Secretary.
O. ALEXANDER, Agent,
Newhall Block, corner Michigan and Main sts.
GEO. BAKER, Gen'l Agent, Milwaukee.
sept8j873d1y

Boots and Shoes.

Dealers in Boots and Shoes,
THE CELEBRATED COPPER TOE!
WADSWORTH & WELLS,
WHOLESALE DEALERS IN
Boots and Shoes,
60 LAKE STREET, CHICAGO 60.

WE OWN THE EXCLUSIVE RIGHT for the sale of MITCHELL'S PATENT METALLIC TIPPED BOOTS AND SHOES, for and within the States of Wisconsin, Iowa and Minnesota, and hereby give notice that all parties dealing in these goods within the above States, without having first arranged with us and by our consent, are and will be direct infringers upon our EXCLUSIVE rights, and that as soon as we are advised of any infringement, shall demand proper and immediate redress.

We have made extensive arrangements with the most celebrated manufacturers, whereby we can fully supply the increasing demand with the best qualities of these Tipped Boots and Shoes from our store in Chicago, each pair of which will be stamped and labeled with our name.

We shall recognize no Tipped goods within either the above States, but such are thus stamped and supplied by us.

We will warrant in all instances one pair of child's copper-tipped shoes to out wear two and oftentimes three or four pairs of equal quality without tips, as can be shown by very many testimonials, while the expense is but a trifle more, making an actual average saving to the consumer of near two hundred per cent.

Merchants and dealers in Boots and Shoes within the above States, can also find here Metallic Tipped Boots and Shoes, supplied and properly stamped by Wadsworth & Wells, for sale by Atkins, Steele & White, and Bradley & Metcalf, Milwaukee.

sept3j873dawly WADSWORTH & WELLS.

CAMPBELL & SONS,
BOOT MAKERS,
WOULD RESPECTFULLY INFORM the Gentlemen of this city that they have (since the Fire) located at
No. 262 Main Street,
First door north of Young's Block, where the business of manufacturing Gentlemen's fine Boots and Shoes will be continued by them, it being their intention to conduct their business upon the same fair principles as they have done for the past thirteen years.

Nothing but a first class article will be made, or sold at this establishment.

From the extensive patronage conferred, they are satisfied that it is the only true way of doing business, and is the surest and safest for the consumer.

CAMPBELL & SONS.

Clothing.

CITY CASH STORE.
Clothing at Wholesale and Retail.
CLOTHS, CASSIMERES AND VESTINGS.
Tailors' Trimmings at very low prices for Cash.
JAMES A. SWAIN,
MERCHANT TAILOR,
193 East Water St., Martin's Block
MILWAUKEE, WISCONSIN.

CITY AUCTION ROOM,
CORNER OF WISCONSIN AND MAIN Sts. Expect in course of one week to have a sale of most all of superior furniture in Seventh ward. Due notice will be given what day it will take place and where. C. WALL.

THE SENTINEL.

DAILY, TRI-WEEKLY & WEEKLY

RUFUS KING, Editor

TUESDAY MORNING, SEPTEMBER 11

REPUBLICAN NOMINATIONS.

FOR PRESIDENT,
ABRAHAM LINCOLN,
OF ILLINOIS.

FOR VICE-PRESIDENT,
HANNIBAL HAMLIN,
OF MAINE.

PRESIDENTIAL ELECTORS.

AT LARGE:
WALTER D. McINDOE, of Marathon.
BRADFORD RIXFORD, of Winnebago.
FIRST CONGRESSIONAL DISTRICT:
W. W. VAUGHAN, of Racine.
SECOND CONGRESSIONAL DISTRICT:
J. ALLEN BARBER, of Grant.
THIRD CONGRESSIONAL DISTRICT:
H. LINDEMAN, of Jefferson.

FOR CONGRESS—FIRST DISTRICT,
JOHN F. POTTER.
SECOND DISTRICT,
LUTHER HANCHETT.
THIRD DISTRICT.
A. SCOTT SLOAN.

Republican Gathering at Brodhead.

The gathering at Brodhead on the 7th, to hear ICHABOD CODDING, was the largest ever seen at that place. The Wide-Awakes from Albany, Juda and Decatur were present and made a fine display. These companies have all been organized recently, but they "performed" admirably. The people from that vicinity were out *en masse*. It was a perfect success. Mr. CODDING expressed great surprise at the number; he said it was the largest audience he ever had in a town of that size.

Republicanism in Virginia.

The tone of the Wheeling *Intelligencer*, the only Republican journal published in Virginia, is constantly more hopeful and encouraging. In a recent notice of a "Grand Republican Demonstration" in the Fourth Ward of the city of Wheeling, and speaking of the great enthusiasm which it manifested, the *Intelligencer* says:

"It shows more than words can tell, that the hearts of the people are in the great struggle now going on throughout the length and breadth of our country, as to whether the policy of our government shall hereafter be that of Slavery, or Freedom. And this feeling here will spread and increase just as it has done and is doing, in all other parts of the country wherever men are free to read, to speak and to vote. Ours is the party of the people and the party of victory. 'Revolutions never go backwards.' We have grown to our present commanding proportions silently and almost imperceptibly, and if we never undertake to make a class interest our policy, if we try to be more and more comprehensive and national, just so surely will we go on increasing until we are a power in Virginia, in Maryland, in Kentucky and in Missouri, and in other slave States, as we already are in the States on our Northern borders."

THE GEOGRAPHY OF CONSUMPTION.—The following valuable information is copied from a forthcoming work, entitled, "Influences of Climate in North America," to be compiled by Mr. J. DISTURNELL, of New York.

"Consumption originates in all latitudes, from the equator, where the mean temperature is eighty degrees Fahrenheit, with slight variations, to the higher position of the temperate zone, where the mean temperature is forty degrees, with sudden and violent changes. The opinion, long entertained, that it is peculiar to cold and humid climates, is founded in error. Far from this being the case, the tables of mortality warrant the conclusion, that consumption is sometimes more prevalent in tropical than in temperate countries. Consumption is rare in the Arctic regions, in Siberia, Iceland, the Orkneys, and Hebrides; also in the Northwestern portion of the United States.

In North America "the disease of the respiratory organs, of which consumption is the chief, have their maximum in New England, in latitude about 42°, and diminish in all directions from this point, inland. The diminution is quite as rapid Westward as Southward, and a large district near the 40th parallel is quite uniform at twelve to fifteen per cent of deaths from consumption, while Massachusetts varies from twenty to twenty-five. At the border of the dry climate of the plains in Minnesota, a minimum is attained as low as that occurring in Florida, not exceeding five per cent of the entire mortality. It is still in lower Texas, and the absolute minimum for the continent in temperate latitudes is in Southern California."

The upper peninsula of Michigan, embracing the whole of the Lake Superior region, Wisconsin, Minnesota, Nebraska and Washington Territory are all alike exempt, in a remarkable degree, from the above fatal disease. Invalids suffering from pulmonary disease are almost uniformly benefitted by the climate of the above Northern region, having a mean annual temperature of from 40° to 45° Fahrenheit.

DIFFICULTY ALL AROUND.—The N. Y. *Day Book*, democratic, is of the opinion that a grand black-strap combination of the DOUGLAS, BELL and BRECKINRIDGE men in this State, would not work as well as its friends hope. It says:

"Well, what are the chances then if the Breckinridge men betray their principles and join hands with Squatterism and Know-Nothingism, which together with the fresh and living truths of National Democracy the *Journal of Commerce* would dignify by the name of Conservatism? We will venture to reply and predict that the canvas carried on in this State on such a basis will result in the election of Lincoln by fifty thousand majority.

MR. J. HOLBROOK, the well-known Post Office detective, has it in contemplation to publish a paper devoted exclusively to diffusing information in relation to the Post Office Department. It is to be hoped that he will not fail to thoroughly expose the practice of violating the mails, which prevails so extensively in certain sections of the Union.

THE PRINCE OF WALES IN NEW YORK.—The following statement of the work cut out for the PRINCE OF WALES, when he arrives in New York:

Thursday, Oct. 11—Arrival in New York.
Friday, 12th, Morning—Parade of the First Division New York State Militia.
Friday 12th, Evening—Grand Ball.
Saturday, 13th, Evening — Fireman's Torch Light Procession.
Sunday, 14th—Attends Divine Service at Trinity.
Monday, 15th—Visits West Point.

GOOD.—The Rome (Ga.) *Gazette* has a paragraph which is perfectly refulgent with the spirit of political freedom. Here it is:

"The Black Republican 'Wide Awakes' march in zig-zag fashion, like drunken men, and call it making Lincoln fence. If marching in that fashion is a sure sign of a Black Republican, we had better commence to hang in this place immediately."

THE RECEPTION OF GOVERNOR SEWARD.—Senator Seward will reach Madison on the afternoon train, next Tuesday. The reception speech at the depot, in behalf of the people, will, it is understood, be made by Gov. Randall.

The Dane Cavalry, the Governor's Guard, and Madison Guard, and Wide Awakes will be present and escort him from the depot to the Capital House.

The order of arrangements will be published on Monday.—*Madison Journal.*

THUNDER.—There is a movement on foot among the National Democracy, which will speak in thunder tones in November.—*Boston Post.*

There was a movement on foot among them at Charleston and Baltimore, that has played thunder with the whole crew.—*Boston Bee.*

Extract from Mr. Breckinridge's Speech at Lexington, Sept. 5.

Mr. Douglas says, and to-day stands upon it, and claims your votes upon it, that a Territorial Legislature, no matter what the decision of the Supreme Court may be, has the right to exclude slave property from a Territory; that you may take it there, but it must be held subject to such laws as the local Legislature may make. The Supreme Court says the Territorial Legislature cannot exclude it, and Mr. D. says that nothing can strike him as more inconsistent and contradictory than to say, that while you may go there, there is something stronger or mightier than the constitution that can take away that which the constitution says you may hold and enjoy. This is what Mr. Douglas asserts, and which, if not recognized, he will rend and destroy as he goes [Applause.] I derive some satisfaction from the fact that the Hon. John J. Crittenden, whose name and authority will go far in this Union, has declared in the Senate, and recognized by his oath as Senator, the principles upon which we stand as the principles of the constitution. [Cheers.] I cannot enlarge. I appeal to you if I have not with reasonable certainty, I may say conclusively, repelled the accusations against me; if I have not shown that it is neither I nor the party which nominated me, but Mr. Douglas, who has broken faith; that by the agreement at the time of the passage of the Kansas-Nebraska bill, the constitutional point was to be left to the Supreme Court.

Have I not shown that the Supreme Court sustained our construction of the constitution? Have I not shown that the agreement thus made has been violated by the declaration that a subordinate authority may deny the constitutional right and exclude slave property, when the Court says it has not that power? Who has abandoned the ground and violated the agreement? I have shown that the principles upon which we stand have been endorsed and sanctioned by the government, affirmed by the highest judicial tribunal in the world, voted to be true by the two political parties in Kentucky in 1859, assented to by both branches of the Legislature, and by an overwhelming majority of the whole democratic party of Kentucky, and declared by Mr. Crittenden to be sound and true. [Loud and enthusiastic cheering.] I think I have piled up a pyramid of fact and argument in support of these principles which ought to commend itself to the grave consideration of every intelligent man. I have tried to do it by legitimate facts and argument. I am unconscious of having appealed to any prejudice. Fellow citizens, can you bear with me a little longer? [A voice—"Yes, for a week," with loud cries of "Go on," "Go on."]

A Curious Case—The Doctors Non-plussed.

Mr. C. Hamilton, of this city, was summoned on Thursday last to attend a brother at Vergennes, in Vermont, who was lying very low with what the physicians in attendance pronounced to be consumption. The patient was not expected to survive more than a day or two. Mr H. accordingly repaired to Vergennes, and found his worst fears realized so far as the prostrated condition of his brother concerned; but upon a close examination he came to the conclusion that he was not a sufferer from consumption, and that with proper medical care he would survive. He so expressed himself to the physicians in attendance—They, however, persisted that the patient was in the last stages of consumption and that no amount or kind of care would save him. Mr. Hamilton was then determined to send to Boston for Dr. Litzson, an old family physician, and Dr. L. was accordingly summoned. He came, made an examination of the case, and pronounced it to be consumption.

Even this did not satisfy Mr. Hamilton. He requested Dr. Litzson to remain a day or so with his brother, and watch carefully the symptoms of the case. To this request the doctor consented and carefully noted every symptom exhibited by the sick man, when after remaining with him several hours he came to the conclusion that the disease was not consumption, but he was unable to determine its character or location. Nothing in the whole range of medicine, he said, could be found to offer a parallel to the case, and of course the doctor was non-plussed and unable to determine what to do. Mr. Hamilton, stimulated probably by brotherly affection, which enabled him to penetrate into the mystery of the case, suggested that the seat of the disease was in the stomach, and that a stomach-pump should be used to ascertain if there was no foreign substance within the organ.

The patient said he often experienced peculiar sensations in the stomach, and was exceedingly anxious that the pump should be used. The Doctor, however, refused for some time, believing that in the exhausted state of the patient, it would be dangerous to undertake the task. He finally consented to its use, however, and the valve was inserted into the stomach. At first no indication of anything wrong was given; but upon the second trial, the physician remarked that there was something like a hard substance in the valve, and he at once proceeded to pull it forth. His surprise may be imagined when he found that an enormous *green lizard*, alive and sprightly, had been drawn out by the pump, and that had been the cause of the terrible sickness of the patient. Not the least remarkable feature in the case, is the fact that the patient originally weighed 217 pounds, but at the time the lizard was ejected he was reduced to a little over 100 pounds! This case is probably as singular as any in the whole realm of medicine, and its truthfulness can be vouched by several responsible parties—from one of whom we derived the information.—*Troy Times.*

THROWS OFF THE MASK.—J. & E Brooks of the N. Y. *Express* have been trying to keep up the delusion that they were supporting Bell and Everett in going for the fusion ticket. But Mr. J. Brooks of the firm, is in Maine making speeches, leaving Erastus to run the editorial machine at home for a season. And in a late speech the stumping half of the *Express* completely threw off his disguise by uttering the following language:

"What can, what ought to be done in this grave crisis? Nothing less, in my judgment, than the union and combination of all the truly patriotic into one compact organization, can successfully resist and overthrow this sectional party. Can it be done, and our glorious Union preserved? We have done it in the State of New York, and you surely are not less patriotic and self-sacrificing than we. *Abandon, then, your principles—Americans, Conservatives, Whigs for this once, and vote for Stephen A. Douglas.*"

Well, Americans, Conservatives, Whigs, how do you like the feast to which the Brookses invite you? But go it blind, if you will. "Abandon your principles," abandon your candidates, abandon everything and walk over to the support of Stephen A. Douglas, the man who denounced Henry Clay as a "black hearted traitor," and who in the language of Millard Fillmore, "opened the Pandora's box of evil," by the repeal of the Missouri Compromise.

INCREASE OF POPULATION IN THE UNITED STATES.—It is evident from the partial returns already made by those who have been engaged in taking the census of 1860, that the extraordinary ratio of increase of population which has prevailed in former years has been fully maintained throughout the country during the last decade. This is an annual addition of the population of three per cent., and it is a singular fact that since 1790 this ratio has been adhered to with wonderful certainty and fidelity. Beginning with a population of 3,929,327 in 1790, and adding three per cent. annually, the estimated result under that rule, and the official census returns do not in any year show a a variation of 200,000, and in 1850 the discrepancy was only 53,872, the estimated population being 23,138,004, and the actual population 23,191,866. The estimated population of 1860, according to this rule, is 30,986,851, and there is little reason to doubt the close approximation of that estimate to the actual population of the country.—*Phil. Press.*

PERSONAL.—The Toronto *Colonist* undertakes to tell how the Prince looks, dresses, speaks and thinks. Upon the latter branch of the subject it says:

"We only know positively that he thinks dancing good fun, forms and ceremonies a great bore, and special reporters a special nuisance. We conclude, therefore, that he despises flunkeyism, and likes, plain, honest courtesy, without flattery."

We are glad to hear that the Prince is so sensible. But if we had been heir apparent to the British throne and had come all the way from the old world to see our loyal subjects at Kingston, we would have landed, if all the Orangemen between here and Jericho had been on the deck, and if each man had built an arch. We would have done it, too, in spite of the Duke of Newcastle, the Duke of Oldcastle, Sir Edmund Head, or Sir Edmund Foot. Those are our sentiments.

A GREAT MANUFACTURING CITY.—Manchester, England, is the greatest manufacturing city in the world. It is stated that the steam force employed in its various mills and factories amounts to 1,200,000 horse power. To produce this enormous motive power 20,000 tons of coal are consumed every twenty four hours, or 9,300,000 tons in the 319 working days of the year.

MEMENTOES OF THE PRINCE.—The furniture used by the Prince of Wales and suite at St. Johns, N. B., has been sold by auction. The Prince's bedstead brought £31 19s; the Duke of Newcastle's bedstead £13 5s; reception chair, on which the Prince sat to receive company, 66s 3d; dressing table, with glass and marble top, £16.

The Happy Man and the Lucky Dog.

In this strange world of ours, where each pursues his own golden bubble, and laughs at his neighbor for doing the same, he is the happy man, who, blessed with modest ease, a wife and children, sits enthroned in the hearts of his family, and knows no other ambition than that of making those around him happy. But the lucky dog is he, who, free from all domestic cares, saunters up and down his room, in morning gown and slippers; drums on the window of a rainy day, and as he stirs his evening fire, snaps his fingers at the world and says: "I have no wife nor children, good or bad, to provide for."

Mankind are like a pendulum; they vibrate from one extreme to the other. It was so with my friend Quibble, who is now no more. He was taken away in the bloom of life, by a very rapid—widow. Before this untimely event, he was by pre-eminence *the* bold bachelor, the "good knight, without reproach," as the chronicles say. He was by birth and profession a beau, born with a quizzing glass and cane. Cock of the walk, he flapped his wings, and crowed among the feathered tribe. But alas! a fair, white pantlet has torn his crest out, and he shall crow no more.

You will generally find him of a morning nosing round a beefcart, with domestic felicity written in every line of his countenance, and sometimes meet him in a cross street at noon, hurrying homeward, with a beefsteak on a wooden skewer, or a fresh fish with a piece of tarred twine run through its gills.—In the evening he rocks the cradle, and gets up in the night when the child cries. Like a Goth of the dark ages, he consults his wife on all mighty matters, and looks upon his wife as a being of more than human goodness and wisdom. In return she sweetens his coffee for him, puts in his breastpin, ties his cravat in a bowknot, and never lets him go out alone after dark. In short, the ladies all say he is a very domestic man, and makes a good husband; which under the rose, is only a more polite way of saying he is henpecked.

Quibble is a happy man.

Not so Dribble. He is a sexagenary bachelor and a lucky dog. He has one of those well oiled dispositions, which turn upon the hinges of the world without creaking. The hey-day of life is over with him, but his old age is sunny and chirping, and a merry heart still nestles in his tottering frame like a swallow that builds in a tumble down chimney.

Dribble is a professed Squire of Dames. The rustle of a silk gown is music to his ears; and his imagination is continually lantern led by some well-mith-a-wisp in the shape of a lady's stomacher. In his devotion to the fair sex, the "muslin," as he calls it, he is the "gentle flower of chivalry." It is amusing to see how quick he strikes into the scent of a lady's handkerchief. When once fairly in pursuit, there is no such thing as throwing him out. His heart looks out at his eyes; and his inward delight tingles down to the tail of his coat. He loves to bask in the sunshine of a smile; when he can breathe the sweet atmosphere of kid gloves and cambric handkerchiefs, his soul is in its element; and his supreme delight is to pass the morning, to use his own quaint language, "in making dogging calls, and wiggling round among the ladies!"

Dribble is a lucky dog!—*Longfellow.*

HORRIBLE TRAGEDY AT RICHFIELD SPRINGS—A CHILD KILLED BY A RUM MANIAC.—On Monday last, the most horrible tragedy which it was ever our duty to record, occurred at Richfield Springs. The perpetrator was a man under the influence of *mania-a-potu*, who has been so violent, (threatening to kill some one,) that the neighbors complained of him, and he was taken into custody by the Overseer of the Poor, a Mr. Ames, who, for some, to us unaccountable, reason, took the delirious man to his own (the Overseer's) home. Mr. Ames had visiting him, a daughter and her infant child, only a year old, who with its mother, was left alone for a short time in the same room with the maniac. The latter, probably in a moment of temporary sanity, requested of the mother the privilege of holding her infant. She was of course distrustful of him at first, but was finally induced to trust him with the child. No sooner did the crazy man become possessed of the child, than grasping it with one hand in its mouth, he dashed its brains out upon the floor.

It was done in an instant, the unfortunate mother being in the meanwhile transfixed with horror. She very soon, however, found voice and screamed murder, which greatly enraged the monster, who, had not help quickly arrived, would no doubt have perpetrated a double murder. The recital of this tale of blood from the lips of a neighbor, almost congealed the life current in our veins, and we were forced to cry out in the language of the prophet, "How long, O Lord, how long?" Is mankind forever to be cursed with Rum, that liquor which dethrones reason, makes man worse than the brutes, beggars families, destroys peace, good order and loyalty to law, and forces poor humanity to commit such deeds as that just recorded, and thousands more of a like nature, which the public press daily chronicle? A fearful responsibility rests somewhere—who will venture to assume it?—*Exchange.*

THE END OF SUNDAY THEATRICALS IN NEW YORK.—We are happy to record the general subjection of the Sunday theatre proprietors to the laws of the State. A single notorious offender still resists public sentiment and defies the authorities; but a little experience of the penalties of violated law, so soon as the indictments hanging over his head can be reached, may teach him a valuable lesson. We understand that Eustachi's Volks theatre has passed into new and better hands—the Sunday performances have been abandoned. The Stadt theatre—after a parting growl at the "Sunday fanatics," through the *Staats Zeitung*, for interrupting its Sunday profits, which formerly equaled those of the entire week, takes out a new license, and foregoes Sunday exhibitions. The Volks Garten did not fancy the suits of the "House of Refuge," for $500 penalty for its Sunday "sacred concerts," and give up playing. The Broadway establishments early gave in to the law, and some of them have been compelled to apply for regular theatrical license. On the whole, a more general submission to the theatre and Sunday laws has been secured than has been known for twenty years.—*Times.*

BOYS, KEEP OFF THE CARS.—Accidents frequently occur from the practice of boys jumping on to cars and attempting to leave them while in motion. The last is the case of a little boy in New York, six years old, named Daniel Smith. While riding on the front platform of a burden or freight car, which was passing along Washington avenue, below Twelfth street, he attempted to get off while the car was in motion. In doing so, the little fellow stumbled and fell, and the wheel passed lengthwise of his body, crushing his right foot and leg in a horrible manner, and almost disemboweling him, from the crotch to the shoulder. His death was instantaneous.—*N. Y. paper.*

POISONING CASE.—The families of two citizens of Springfield, Illinois, narrowly escaped poisoning on Wednesday last, at the at the hands of two negro girls, sisters. The girl of one put arsenic in the coffee, and of the other quicksilver, which she had scraped off a looking-glass into some fried potatoes. Various reasons are given for the act. One is that the girls were deluded into the belief that they were slaves and must poison the families in which they were in order to get free.

SMART, Democratic candidate for Governor in Maine, was riding on a stage box with the driver a few days ago, and in order to surprise Jehu, finally said: "Sir, do you know who you are riding with?" The driver confessed his ignorance. Said the Colonel, "you are riding with the next Governor of Maine!" The driver dropped his whip grasped the colonel's hand and gave it a real Republican grip, exclaiming, "How do you do? How do you do, *Mr. Washburne!*" Smart looked and felt disgusted!

PETER'S PENCE.—The foreign news, among other items, reports that several chests, containing ingots of silver, had been received at Rome from Marseilles, being the produce of the "Peter's Pence," collected in France. The amount exceeds 6,000,000. This sum does not include various offerings in the shape of arms, &c., which are estimated at 4,000,000 francs. Garibaldi will probably get a few of these pennies in a short time.

POLITICAL CLUB NAMES.—The following are some of the names which have been taken by political clubs in various parts of the country: Wide Awakes, Look Outs, Chloroformers, Bell Ringers, Little Giants, Chepultepecs, Belleveretts, Minute Men, Rail Maulers, Lincoln Rangers.

HOW MANY A MAN, by throwing himself to the ground in despair, crushes and destroys forever a thousand flowers of hope that were ready to spring up and gladden all his pathway.

A MAN who assisted to empty several bottles of wine, afterwards took a walk. The pavements were quite icy, and he exclaimed: "V-ve-ry singular wh-whenever water freezes, it always freezes with the sl-ippery side up."

THE "GRIDIRON" at Milford Haven, Eng., for the beaching of the *Great Eastern*, is now nearly completed. The whole structure will cost upwards of £1,000.

GUERNSEY'S BALM!

[Original.]

THE PROPHECY OF THE FLOWER.

BY ADA H. THOMAS.

Down on the stile, where the morning breeze
Filters, and flutters, and dances around,
Waving the grass and the dewy leaves
That smile from the Blossomy ground;

Down where the purple convolvulus climbs,
Making all grand with its purple and green,
Where the blue bird and robin send forth merry chimes,
Nodding and talking between;

Resting her arm, fat, dimpled, and brown,
On the mossy step of the queer old stile,
Flowers in hand, brown lashes demurely cast down,
And lips that smother a smile;—

She leans,—while Hal stands, tall, and manly, and fair,
His gun on his arm, all ready and trim,—
The wind plays the mischief with Kate's brown hair,
And she plays the mischief with him.

Demurely she looks at the tell-tale boquet,
Pressing its leaves with her fingers slim,
And takes, at length, the blue bell away,
Handing it over to him.

A cottage now stands by the queer old stile,
And Kate queens it well in her prairie bower,
Hal is king, and they call it oft, with a smile,
"The Prophecy of the Flower."

APRES.

Down down, Ellen, my little one—
Climbing so tenderly up to my knee;
Why should you add to the thoughts that are taunting me,
Dreams of your mother's arms clinging to me?

Cease, cease, Ellen, my little one—
Warbling so fairily, close to my ear;
Why should you choose, of all songs that are haunting me,
This, that I made for your mother to hear?

Hush, hush, Ellen, my little one—
Wailing so wearily under the stars;
Why should I think of her tears that made light to me
Love that had made life, and sorrow that mars;

Sleep, sleep, Ellen, my little one—
Is she not like her, whenever she stirs?
Has she not eyes that will soon be as bright to me,
Lips that will some day be honey'd like hers?

Yes, yes, Ellen, my little one—
Though her white bosom was still'd in the grave,
Something more white than her bosom is spared to me,
Something to cling to, something to crave;

Love, love, Ellen, my little one!
Love indestructible, love undefiled,
Love through all deeps of her spirit, lies bared to me,
Oft as I look on the face of her child.

From the New York Sunday Times.

MY LITTLE BLACK POCKET-BOOK.

BY MARY KYLE DALLAS.

The endless tide of human beings which ebbs and flows all day from Grace Church to the Battery, was at its height, for the hands of the City Hall time-piece pointed to a quarter past twelve, and thoughts of lunch intruded themselves on the brains of all mankind—from the distinguished Mrs. Potiphar, in her splendid carriage, to the Chinese vender of cigars and candy by the railings of the Park. Hot steams and odors of roast meats rushed at the pedestrian through mysterious gratings in the sidewalk, the fumes of bottled stout and the savor of stewed oysters came up from the depths of subterranean cellars, and men of all ages and stations disappeared down steps or behind glass doors, and emerged wiping their lips and looking exceedingly contented. Business men on their way to restaurants, mechanics going to an early dinner, fair ladies bound for Taylor's saloon, one and all jostled each other in their eagerness to arrive at their various places of destination; and the murmur of voices, the roll of wheels, and the ceaseless tread of footsteps, seemed somehow to chime together as though all the city were, for a marvel, keeping time with each other.

Suddenly the harmony was broken, there was a discordant sound of oaths and shouts, and the quick tramp of hastened footsteps, and through the crowd came a staggering, bleeding form, bare-headed and bare-footed, striving vainly to distance other forms which pressed on behind him, shouting the words "Stop thief! stop thief!" with the same gusto and in much the same spirit with which sportsmen utter their view hallo.—The uneven race lasted but a few minutes, for every passenger joined in the cry, and many in the pursuit, and in less time than I can tell it, the hunted man lay upon the sidewalk, glaring at his captors with the wild eyes of a hungry wolf, and struggling faintly to rid himself of the firm grasp a stout policeman kept on his collar.

"What is the matter here? What has this man been doing, policeman?" queried an old gentleman, at whose feet the prostrate wretch had fallen or been thrown.

"Matter!" responded that officer, who, being exceedingly corpulent, was out of breath himself. "matter! it's a case of larceny, that's what it is; and he's gone and took a puss with over twenty dollars in it, that's what he's gone and done, this hot weather, giving us two chases, for we took him onest down Ann street, and then he went and got away agin. Blame yez, get up, this ain't no place to take a nap in, this ain't. Yez could cut fast enough just now, yer know. Get up."

Despite this speech, the fallen wretch never stirred, but glared and panted and panted and glared, and drew his breath in great bubbling sobs, and worked in the air with his long bony hands as though he were clutching at the life of which his desperate race had almost robbed him.

"Poor fellow! poor fellow!" said the portly old gentleman, shaking his head. "It is very sad! very sad, indeed! It is terrible to see such bitter shame and suffering."

"And yet, I reckon you see a good deal of it in such a great city as this," remarked a young man, who, to judge from his appearance, was a young farmer on a visit to New York.

"You are right, Will," said the old gentleman. "Poor human nature! poor human nature! It is well that God is more merciful than man."

He spoke these words aloud, and the poor creature at his feet seemed to hear them, for struggling to a sitting posture, he gasped out:

"Any one of you would have done the same. I was starving, I am starving, and so is she. I tried to work, and no one would employ me. I begged, and they turned me from their doors like a dog, and then I saw what I needed so much close beside my hand, and took it. It was the first time, the first time, so help me Heaven."

The old gentleman shook his head compassionately.

"Will that be taken into consideration?" he inquired.

"Oh, yes," replied the policeman, with a grin, "it'll be apt to give him two or three more months up, for it shows he's up to snuff, and knows the ropes. You never see a reg'lar pickpocket yet that wasn't starving, and hadn't a dying wife and family. It's part of the perfession to be innercent and destitute, it is. Come along with yer, I say." And, as he spoke, four strong hands grasped the culprit's arms, and, pushed and hustled, he was dragged away down the street, followed by a jeering crowd of vagabonds and boys.

"Well, I can't say I understand it exactly," remarked the young farmer, "but I reckon money must be a great temptation to such poor creatures."

"Aye! that it is, my boy," answered the old gentleman, "to strive and suffer, and above all to know that those you love are suffering for the merest necessaries of life, while those about you are rolling in wealth and wasting hourly what would be to you succor and safety. And then to see a little of their superfluity laying unwatched—a drop in their ocean—offering itself to your parched lips. Ah! that is temptation, Will, that is temptation. I know how strong it is, my boy."

"You know," and Will laughed as he remembered his companion's sumptuous dwelling and ample fortune, "yes, you know by theory, no doubt, but I guess not much by practice."

The old gentleman passed his arm through that of his friend, and drew him towards the door of a fashionable restaurant they were just passing.

"Come, let us have some lunch," he said, "and over our wine I will tell you a story I have never yet revealed to any one—a story of temptation and its power."

In a few moments the two sat side by side in a retired box, and, after the waiter had left them alone, the old gentleman began:

"I was born and brought up, as you perhaps already know, in good old England. My father died while I was still an infant, and at an early age my mother placed me in the counting house of a rich London merchant, as a preparation for the mercantile life, which she had planned for me. A dry, tedious life it was at first, to a merry boy fresh from the country; but I grew used to the dull routine in time, and, from my steadiness and respectful demeanor, soon became a great favorite with those about me. My great pleasure was to wander through the handsome streets at eventide, building castles in the air, where everything was bright and glowing, and the flowers were one and all fragrant and thornless.

One brilliant autumn night I was walking a solitary ramble along one of the most splendid streets in London. It was very late, and nearly all the windows were closed and darkened, while the few carriages which rolled at long intervals over the stone wakened the lurking echoes, and seemed to make the returning silence deeper as the sound of their wheels died away in the distance. Over the smooth pavement the full moon shed a flood of molten silver, the sky was studded thickly with golden stars, and, near the horizon, a flame of diamond light—beautiful Venus—arose, like a queen among her subjects.

[TO BE CONTINUED.]

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For Sale or Rent.

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THE STORE ROOM WHICH I LATELY occupied on East Water, which joins J. Ledyard's family grocery store, is for rent. The location is a very desirable one for a retail dry goods, boot and shoe, or grocery store, and the business with all the merchants in Milwaukee is very extensive this Fall, and will continue to increase. Now is the time to secure a store in the very center of business. Apply to
CALEB WALL,
Corner of Wisconsin and Main Sts.

TO PLASTERERS.

2,000 BUSH PLASTERING HAIR for sale cheap. Orders from the country solicited, at J. K. Sherman's Tannery, on the Canal Water Power, Sixth Ward, Milwaukee, Wis.
mar16d3m-dt sept16 J. K. SHERMAN.

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A FIRST CLASS FARM, CONSISTING of 120 acres land, well watered, with about 40 acres good timber. The improvements are: a modern built two story house, with outbuildings; two large barns; and a bearing orchard of various kinds of fruit trees, &c. Situated six miles from the city, and near Wauwatosa. Enquire of
T. F. CORDIS,
sep4d1m Newhall House, Milwaukee.

TO WHEAT BUYERS.

FOR RENT.—ONE HALF, OR THE whole of a WAREHOUSE, 100x38 feet, situated on the M. W. & M. V. R., at Hanchettville, about 20 miles west of Watertown, being one of the best points on said Road for buying wheat. Apply to SAMUEL MARSHALL or WILLIAM F. PORTER, Madison. se1 5d2w

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THE SUBSCRIBER, AT THE LE BRUN Billiard Hall, will sell a splendid farm of 170 acres in the town of Ottawa, adjoining the model farm in the Town of Summit, Waukesha County, Wisconsin. It is a valuable property and is offered on reasonable terms.

He will also act as a real estate agent for the sale of land in Waukesha County. He has at the Hall a large township and sectional map of the country from which the location and advantages of the land may be readily perceived.

He has some city lots to be disposed of on good terms, for purchasers and will attend to the sale of any property which may be placed in his hands for that purpose.

For further information inquire at Le Brun Billiard Hall.
J. M. CRUMMEY.
aug23d1m

CITY LAND OFFICE.

SIX HUNDRED AND FORTY ACRES of land in the State of Wisconsin. A gentleman is here from Kansas, who owns the aforesaid land, which he purchased several years ago. He wants to exchange it for some description of goods, viz: Clothing or Dry Goods, Yankee Notions or Boots and Shoes, such goods as he can take with him, to Kansas to trade off for land. The lands which he owns in this State are of the first quality, and he will sell them low. The title to them is perfect—free from all and every encumbrance whatever.
au29 CALEB WALL, Agent.

CITY AUCTION ROOM.

WHO WANTS TO PURCHASE A home for their family, read the following: I have left with me ten acres of land, all enclosed and under cultivation, with a block house, two miles from city limits, which can be purchased for the small sum of seven hundred dollars, and on such terms that any one who has any means or industry about him, can pay for it. For further information call at my office. CALEB WALL.

CITY AUCTION ROOM.

A SUPERIOR FAMILY BAY HORSE for sale; nine years old; perfectly gentle; a lady or child can drive him. The horse is well known in the city, and belongs to an old acquaintance, who has no use for him at present. The Horse is sound in every way. He is a very valuable Horse; but will be sold very low for cash. CALEB WALL.

SALT YARD TO LET.

I WILL LET MY SALT YARD ON Walkers Point, second block in South Water St. below the bridge—there is a large building on the lot for holding 500 packages dairy salt, also an office and a large quantity of scantling to pile salt on. The lots are about 150 feet on the River, and can hold 10,000 barrels of salt.
jy25d3mdtf ROBERT McKAY.

City Land Office & Auction Room.

TWO ACRES AND BEAUTIFUL COTTAGE, with handsome garden, to be sold very cheap, or will exchange the same for a farm.
CALEB WALL.

TO LET.

THE FAMILY GROCERY STORE NO. 243 East Water street, now occupied by HUNN & CROSBY. For further particulars enquire of I. SELLECK, at the General Stage Office No. 243 East Water street, up stairs. my3d612dtf

FOR SALE CHEAP.

A FINE BRED BROOD MARE WITH Foal, by St. Lawrence Horse. Inquire at Livery and Sale Stable, rear of the American House.
mar23d3t4dm E. OLMSTED.

PIG IRON FOR SALE.

150 TONS PIG IRON, FROM FRANKLIN Furnace, Clinton, Oneida Co., New York, for sale cheap.
my3d3dtf R. OLMSTED.

FOR SALE.

WATER POWER WOOLEN FACTORY, SAW MILL and TANNERY. All new and in good order, with dwelling house and 40 acres of land, being the lower mills at Baraboo, County seat of Sauk county, Wis. It has a great factory power and is a large property. It came to me cheap in the crash of the times, and as I cannot manage it, I *must* and *will* sell cheap and on good terms of payment.
W. P. FLANDERS.
Milwaukee, April 16, 1860. apr28j&d3dm08

WHITE'S
Patent Lever
TRUSS
—AND—
SUPPORTER

Hernia and Uterine Diseases Cured.

THESE INSTRUMENTS ARE CONSTRUCTED upon entirely NEW principles, securing a combined *inward* and *upward* action, thus relieving the patient from all annoyance by pressure upon the back, or injury to the cord. The power required to retain your rupture is *one half less* than that of other Trusses. They do not move on the body—are clean, durable and cheap.

Avoid the Spring Bow Truss,

And secure your safety and comfort by purchasing "WHITE'S" And minal Supporter is an incomparable instrument, worthy the attention of the profession, and the wearer.

An Illustrated pamphlet, with full particulars, sent free by addressing J. M. ALCOTT, Wholesale and Retail Agent, Milwaukee. Or, BARNES & PARK, New York.
je12d31d&w3m

English and French Boarding School

Located at Sauk City, Wisconsin.

THIS INSTITUTION IS STRICTLY A Family Boarding School, and under the immediate supervision of Prof. Turner, formerly of Utica, N. Y. Prof. Turner guarantees that, independent of the English and classical studies, the pupils will, at the close of the scholastic year, write and speak the French language. The French being the language of the family, will be the language of the institution. For terms and particulars address Prof. H. J. Turner, Sauk City, Wis.

REFERENCES.—R. G. Ryan, Milwaukee; J. B. Smith, Milwaukee; G. B. Smith, Madison; Geo. Tracy, Milwaukee; John P. McGregor, Milwaukee; Col. H. Crocker, Milwaukee; &c.

Circular and further references can be obtained at Geo. Tracy's, 123 East Water street, Milwaukee. je11j730d3m

SCHUMACHER & JOHNSON

MANUFACTURERS of the GREAT WESTERN FIRE, POWDER & Burglar-Proof Safes, Vault Doors, etc. All our Safes are provided with our own "Ne Plus Ultra" Safe and Vault Door Locks, which have no key nor key hole, and consequently cannot be picked nor blown open with powder, besides being put on so as to leave no possible chance for driving them from the doors. 1772867d1y

FALL STYLES.

UNCLE BEN

HAS BEEBE & CO.'S, LEARY & CO.'S, and his own style of

MOLESKIN HATS
FOR FALL AND WINTER.

Also, a complete Stock of everything in his line.
CALL IN at 130 East Water street and examine for yourself. B. THROOP.
aug4j95d1m

A RARE CHANCE!

BEING ABOUT TO ENGAGE IN ANOTHER business, I will sell the present stock of

FINKLE & LYON'S
FAMILY SEWING MACHINES,

From 15 to 30 per cent BELOW NEW YORK PRICES. These Machines are FIRST CLASS, make the lock-stitch, and are fully warranted in every particular.

As a FAMILY SEWING MACHINE
They are Unrivalled!

Also for sale—The fixtures of the office.
Call at No. 20 Main Street, opposite Young's Block. E. MACKAY, Agent.
aug30k43

NOTICE TO FARMERS.

FROM AND AFTER THE 1ST DAY of August the undersigned will pay at their Distillery, Spring street road, Milwaukee, the highest market price for lean cattle, hogs and sheep, also for corn, rye and barley.
WENDT & PFEIL,
Office 283 East Water street, Market Square.
jy10j75w6mod15

Dry Goods.

THE
CLOSING OUT SALE
— AT THE —
Milwaukee Savings' Store,
WILL BE CONTINUED FOR
TWENTY DAYS ONLY!
AND THE
ENTIRE STOCK
OF
FANCY AND STAPLE
DRY GOODS!
ARE OFFERED
Without Regard to Cost or Value!

CALL EARLY
AND
SECURE GREAT BARGAINS.
MACK BROTHERS.
181 East Water Street.

An Immense Sale!
AT A
GREAT SACRIFICE!
Without Regard to Cost!!

J. L. DAVIS,
WILL OFFER HIS
ENTIRE STOCK!
— OF —
SUMMER
DRESS GOODS!
AT A
Great Reduction in Price!
FOR THIRTY DAYS!

IN ORDER TO CLOSE OUT THIS branch of his stock

Before Moving into his New Store.

Many of these Goods will be
MARKED DOWN
AND
Sold Regardless of their Cost,
As he is determined to go into his new store with
A NEW AND FRESH STOCK
OF
DRY GOODS!
AND
CARPETS!

This one of the best opportunities
EVER OFFERED TO THE PUBLIC
TO BUY GOODS CHEAP!
dec16h221d1y

264 MAIN STREET 264

L. BLAKE

Has just received a lot of

New Bonnets, New Ribbons,
NEW PARASOLS,
New Embroidered Collars and Setts.

A FRESH LOT OF ALEXANDRE'S Kid Gloves, Douglas & Sherwood's Skirts, Corsets, British Cotton Hose, Leather Bags, &c., &c. je9

SHAKERS.

100 DOZEN SHAKER BONNETS received this day. Large sizes.
L. BLAKE,
jy12 264 Main street, Milwaukee.

Drugs and Medicines.

DRUGS AND MEDICINES.

HENRY FESS, JR.,
WHOLESALE AND RETAIL DRUGGIST
195 East Water Street, Milwaukee.

TALLOW OIL.

25 BBLS. TALLOW OIL, A TIP-TOP article, for sale by HENRY FESS, JR., Druggist, 195 East Water Street.

REED'S BAKING POWDERS, FOR sale, by the gross or dozen, also, at retail.
HENRY FESS, JR., Druggist.

BOERHAVE'S HOLLAND BITTERS. A gross received and for sale by
HENRY FESS, JR.,
jan19 Wholesale Agent for Milwaukee.

CONCENTRATED LYE.—30 CASES RECEIVED, and for sale by
HENRY FESS, JR., 195 East Water st

PAINT BRUSHES.

WE HAVE ON HAND THE BEST LOT of Paint Brushes ever offered in this market, and for sale at prices to suit the times.
HENRY FESS, JR., Druggist,
195 East Water St.

AYERS' CHERRY PECTORAL, FOR sale by HENRY FESS, JR., Druggist.

JOHN RICE,
Wholesale Druggist, and Jobber
— IN —
ALCOHOL,
BURNING FLUID,
CAMPHENE,
TURPENTINE,
LINSEED OIL,
WINDOW GLASS
GLASS WARE,
PAINTS,
PATENT MEDICINES,
AND BRUSHES OF ALL KINDS.

I ALSO HAVE LEAD AND ZINC ground in Oil, put up in 12½ and 25 lb Cans, made of extra strength, and with bales suitable for a Paint Pot, at ½ and ¾c advance of price for it in kegs. I am also buying and making contracts for GINSENG ROOT at the highest market price.

83 East Water Street,
MILWAUKEE,............WISCONSIN.
je14

10 TONS PUTTY "BLADDERS."
3 TONS RED LEAD, ENG.
1 TON LITHARGE.
20 CASKS ROCHELLE OCHRE.
2 CASKS ENG. ROSE PINK.
5 CASKS PRUSSIAN BLUE.

5 CASES ULTRAMARINE BLUE,
50 BBLS ASSORTED LAMP BLACK,
75 BBLS ENGLISH WHITING,
50 BBLS WHITE CHALK,
25 BBLS VEN. RED, ENGLISH,
5 BBLS PATENT DRYER.

10 Cases Amer. Vermillion,
5 Bags Eng. Vermillion,
1 Bag Trieste Vermillion,
2 Cases Chinese Vermillion,
25 Cases Chrome Green,
50 Cases Paris Green.
BOSWORTH & SONS,
ej13 Wholesale Druggists, Milwaukee.

THE ANNUAL SESSION
OF
RACINE COLLEGE
RACINE, WISCONSIN,

WILL OPEN (D.V.) ON THE 29TH OF September. Students desiring a thorough and religious training under the care of the Episcopal Church, will be received into the Forms in the Grammar School, or Freshman Class, on application to the Rector.
REV. JAMES DeKOVEN,
Racine College, Racine, Wis.

Terms $200 per annum, with entrance fee of $25. No extras. aug28k16dim

ESTRAY.

A WHITE AND BRINDLE COW, about ten years old, with one lopped horn, broke into the enclosure of F. T. CORDES, Wauwatosa, on the 27th day of August, 1860. The owner of the same is hereby notified to call, pay charges and take her away, or the Cow will be disposed of according to law. sep1k3w3w

Hats, Caps and Furs.

SOMETHING NEW!

READ IT!!

ONE PRICE AND NO ABATEMENT. I will hereafter offer my entire Stock of

HATS, CAPS,
—AND—
STRAW GOODS,
—OF THE—
Latest Styles
AND BEST QUALITIES,
—AT—
UNPRECEDENTLY LOW PRICES

I will do a one price business or none at all. It is not right that those who will not banter for Goods should pay more than those who do. A GENTLEMAN should not pay more for goods than any one else.

I have marked my Goods to

Sell from 20 to 33 per cent Less
THAN USUAL RETAIL PRICES,
And will sell to all alike.

The best fashionable
SILK AND CASSIMERE HATS,
—ALSO—
EVERY STYLE OF CAP MADE TO ORDER
And Warranted to Suit or no Sale.
J. A. BENEDICT & CO.

Remember the Place: 162 East Water street, Sign of the White Bear. sep14d750dtf

Fuel, Lumber, &c.

LUMBER.

THOSE WHO INTEND BUYING LUMBER ought to call upon us before purchasing elsewhere, for we are determined to sell our Lumber this season at the very lowest prices for Cash.

Lumber delivered on board the cars or to any part of the city free of expense. A discount allowed on Lumber by the car load.

CHIVAS & CO., at the Cheap Lumber Yard, corner of Lake and Hanover sts., Walker's Point.
au28

CASH COAL YARD!

C. DUDLEY, AGENT,

IS NOW RECEIVING AND WILL KEEP constantly on hand for sale by the TON OR CARGO, the following kinds of Coal, of the very best quality and

LOW PRICES!

Delivered in any part of the city on the cars, at short notice. All Coal sold at this Yard warranted full weight and best quality.

LEHIGH PREPARED COAL,
LEHIGH LUMP COAL,
SCRANTON PREPARED COAL,
SCRANTON LUMP COAL,
LACKAWANA PREPARED COAL,
LACKAWANA LUMP COAL,
PITTSTON PREPARED COAL,
PITTSTON LUMP COAL,
BLOSSBURGH COAL,
PITTSBURGH COAL,
ERIE AND CLEVELAND COAL.

Will deliver to dealers and large consumers, at any point on the lakes or in the country, at eastern prices, adding freight.

All orders addressed to C. DUDLEY, Agent, Milwaukee, will receive prompt attention.

Office and Yard, corner of West Water and Clybourn streets, near Huron Street Bridge, Milwaukee. jy16d25d1y

COAL! COAL!! COAL!!!

JONES & POPE,

WHOLESALE AND RETAIL DEALERS in the various kinds of very best Coal, for Steam, Blacksmith, and Family purposes. Also,

Wood, Baled Hay and Water Lime,

Constantly on hand. Wood sawn or unsawn, to suit customers,

AT LOW PRICES,

Delivered to any part of the city, or on the cars, at short notice. All Coal sold here warranted good weight, and of the best quality.

All large consumers and dealers wishing to buy Bituminous Coal by the cargo, for steam and blacksmith purposes, please give us a call. We will sell at Cleveland prices, delivered on board vessel, the best and cheapest Steam and Blacksmith Coal now in the market; being proprietors of an extensive Coal mine, and receiving fresh Coals daily at Cleveland, are prepared to sell as low as anybody.

Office of Empire Wood and Coal Yard, corner of Oneida and River Streets, Milwaukee, Wis.
aug25d3d1y

Pianos, Melodeons, &c.

A NEW ORATORIO.
"PRAISE TO GOD."
A CHORAL AND INSTRUMENTAL WORK,
Composed by Geo. F. Bristow.

BOUND IN CLOTH, UNIFORM IN style with Ditson & Co.'s Edition of Oratorios and Cantatas. Price $2 00. Just Published by OLIVER DITSON & CO., 277 Washington Street, Boston. For sale by H. N. HEMPSTED.

Great Display of Piano Fortes,
— OF —
HALLETT & DAVIS, IN BOSTON; OF A. H. GALE & CO., IN NEW YORK, AND OTHERS.
MELODEONS,
OF MASON & HAMLIN, IN BOSTON,
Sheet Music and Musical Instruments,
— AT —
A. B. VAN COTT'S,
New Music Store, on Milwaukee Street,
NEXT TO THE POST-OFFICE.

PIANOS FOR RENT CONSTANTLY ON HAND.

Highest Prices allowed for old Pianos in exchange for new ones.

The high reputation that Pianos and Melodeons of the above named factories have gained all over the Eastern States; the medals received at different fairs, with the reports of the musical judges, together with the opinions of the most distinguished Pianists and Musicians, and that of the Press, present a weight of testimony in their favor that cannot be resisted, and assure the purchaser of his receiving a superior instrument, worthy to be patronized by the public.
jy29

REMOVAL!

H. N. HEMPSTED

HAS REMOVED HIS MUSIC ESTABLISHMENT to the new and elegant building

No. 255 Main Street,

A few doors north of Wisconsin Street. A splendid stock of

MUSICAL INSTRUMENTS

And MUSICAL MERCHANDIZE of every description, WHOLESALE AND RETAIL, at astonishingly low prices.

Strings for all kinds of Instruments,

Including the celebrated four-length Roman Violin Strings, used and recommended by Ole Bull, Vieux Temps and other great violinists; and warranted superior to all others for correctness of tone and durability.

SAX HORNS of the best French and American manufacture, warranted to give satisfaction both in price and quality.

CORNETS, DRUMS, CYMBALS, &C.

Sole Agent for Piano Fortes

From the following celebrated makers: STEINWAY & SONS, New York; CHICKERING & SONS, Boston; J. B. DUNHAM, New York.

AT MANUFACTURER'S PRICES.

PRINCE & CO.'S UNEQUALLED MELODEONS

A large and well selected Stock of

SHEET MUSIC & MUSIC BOOKS

Including all the new and popular publications of the day.

Send for Catalogues and Price Lists.
jy24j322d1y

WM. ASCHMAN'S

PIANO-FORTE, ORGAN & Melodeon Manufactory, corner of Ninth and Cedar streets, Milwaukee, Wis. Orders for tuning and repairing either instruments may be left with E. C. ARNOLD, (Young Men's Association Rooms,) next door north of the Newhall House, up stairs.

A long and successful pursuit of this business warrants the proprietor in claiming a share of patronage. Pianos tuned for $1. je13d3m

Saddlery Hardware, &c.

1860. MILWAUKEE, WIS. 1860.

136 East Water Street.

GEO. DYER & CO.,

HAVE NOW IN STORE A
A COMPLETE & WELL ASSORTED STOCK
OF
Carriage Trimmings, Saddles,
SADDLERY HARDWARE,
WHIPS
COLLARS,
FLY NETS,
PATENT & ENAMELED CLOTHS,
AND LEATHERS,
HUBS,
SPOKES
FELLOES,
SHAFTS, &C.

ONE OF THE FIRM RESIDING IN the East, is constantly in the market, and we are daily receiving direct from the manufacturers, the latest and best styles of goods, and are enabled at all times to offer dealers goods at the bottom of the market; with the largest and most complete stock in the West to select from.
GEO. DYER, 136 East Water st.
je11312dawly

COACH & SADDLERY HARDWARE

148 East Water Street.

WE HAVE NOW NOW IN STORE A very large and complete assortment of

Coach and Saddlery Hardware,

To which we would invite the attention of purchasers. In the stock can be found every article required by the manufacturer; consisting in part of

Common and Fancy Hames;
Patent Gig and Self-Adjusting Trees;
Collars of every variety;
Patent and Enameled Leather;
Damasks, Laces, Silks, Fringes, &c.
Coach and Buggy Lamps;
Springs, Axles and Malleable Iron;
Spokes, Hubs, Felloes, Shafts, Bows, &c.

As we confine ourselves exclusively to the sale of Carriage and Saddlery Hardware, and receive our goods direct from first hands, we are enabled to offer inducements to the trade and the manufacturer, unsurpassed by any other house in the West.

A call is respectfully solicited at

148 East Water Street.

avigh445d1y BARNES BROTHERS.

GARDEN TOOLS.

LADIES' HOES, GARDEN TROWELS, Shovels, Spades, Cast Steel Rakes, Pruning Knives, Wheel Barrows, Budding Knives, &c. for sale by JOHN NAZRO & CO

Real Estate and Insurance

To Capitalists, Emigrants & Farmers

REMOVAL
— OF THE —
Fox & Wisconsin River Improvem't
COMPANY'S
LAND OFFICE,
TO NO. 12 KNEELAND'S BLOCK, MIL.

590,000 Acres of Choice Lands

IN TWENTY-NINE OF THE BEST Counties in the state,

On the different Lines of Railroad,
On the Navigable Streams, and
In the Vicinity of Good Markets.

Comprising the different variety of
OAK OPENINGS,
PRAIRIE,
HARDWOOD &
PINE LANDS.

The Company now offer these Lands at
LOW PRICES & EASY TERMS
W. H. RODWAY,
Co.'s Agent,
je15 Milwaukee, Wis

TOWNSEND & SCHLEY

HAVE IMPROVED CITY PROPERTY on East Water street renting for $1,200 to exchange for a FARM.

A house and lot on Vliet street which will rent for $250 to exchange for one or two acres within city limits.

Several other houses and lots to exchange for farms.

$12,000 of merchandise for improved city property.

Good mortgages in exchange for city property.

For sale at $3 000, improved city property, renting for $600.

Will buy Bonds, Mortgages, City and County Orders.

Taxes and Licenses paid. july6

Real Estate & Insurance Agency.

THE UNDERSIGNED HAVE FORMED a Partnership under the style of

ALLIS & McGREGOR,

For the transaction of a general

Land, Loan and Insurance Business.

We shall pay particular attention to the purchase and sale of CITY AND COUNTY PROPERTY, BONDS AND MORTGAGES, NOTES, STOCKS AND SECURITIES generally.

Also, the lending and borrowing of money, the payment of Taxes, and the making of collections throughout the State.

We are agents for some of the most substantial Insurance Companies, and are prepared to do business on favorable terms.

We are also prepared to do conveyancing in all its branches and shall faithfully attend to all business entrusted to us.

OFFICE on East Water Street, under the State Bank.

EDWARD P. ALLIS. JOHN P. McGREGOR.
my7j634dtf

Insurance, Land and Money Agency
— OF —
J. H. CRAMPTON.

New England Fire and Marine Insurance Company,
OF HARTFORD, CONNECTICUT.
Cash Capital and Surplus, July 1st, 1859....$230,251 29
N. M. WATERMAN, President,
GEO. D. JEWETT, Secretary.

North American Fire Insurance Company,
OF HARTFORD, CONNECTICUT,
Cash Capital and Surplus, July 1st, 1859....$357,725 37
JAMES G. BOLLES, President.
A. F. HASTINGS, Secretary.

REFERENCES IN MILWAUKEE.

Lester Sexton, H. R. Camp, John Bradford, Atkins, Steele and White, James B. Martin, Silsman & Field.

Policies issued at fair rates by J. H. CRAMPTON, Agent.
Office under the Newhall House, on Michigan st.
dec23j12d1y

Books and Stationery.

A Political Text Book for 1860.

COMPRISING A BRIEF REVIEW OF Presidential Nominations and Elections, including all the National Platforms ever yet adopted and

A History of the Struggle
Respecting
SLAVERY IN THE TERRITORIES;
And of the action of Congress as to the
FREEDOM OF THE PUBLIC LANDS,
With the most notable
SPEECHES AND LETTERS
OF
LINCOLN, DOUGLAS, BELL,
CASS, SEWARD, EVERETT, BRECKINRIDGE,
JOHNSON, &c.,

Touching the questions of the day; and Returns of all Presidential Elections since 1836. Compiled by Horace Greeley and John F. Cleveland.

A new supply just received by
aug31 STRICKLAND & CO.

NEMESIS.

A NEW BOOK, BY MARION HARLAND, author of "Alone," $1,25 "Hidden Path," "Moss Side," also "The Ebony Idol," $1,00.
Just received by STRICKLAND & CO.
aug23

The Widower's Stratagem;
or,
A CIRCLE WITHIN A CIRCLE.

A DRAMA, BY MARGARET C. CONKLIN, of Racine, Wis. Price 20 cents. For sale by STRICKLAND & CO.,
aug17 133 East Water street.

H. C. BRADLEY & CO.,
Successors to Chase & Bradley,
Rag and Paper Dealers,
WAREHOUSE, NO. 6 REIS' BLOCK,
Counting Room, No. 1 Wisconsin St.
MILWAUKEE, WIS.
feb18d1y1325

The 7th Volume
— OF —
THE WISCONSIN REPORTS,
CAN BE FOUND AT
S. C. WEST'S.

ALSO THE BEST ASSORTMENT OF Law Blanks, Blank Books, Stationery, &c.—Lawyers will do well to call.

My stock of WALL PAPER is the

Largest in the City.
S. C. WEST,
dec21j12d1y 165 East Water st., Milwaukee

H. NIEDECKEN & CO.,
WHOLESALE AND RETAIL
STATIONERS,
BLANK BOOK MANUFACTURERS
RULERS AND BINDERS.

BINDERS STOCK, PRINTING INK, AND Flat Papers, always on hand in large quantities. Antique binding in the neatest style. No. 219 East Water street, Kneeland's Block, Milwaukee.
apr25d1y

HUMBOLDT PAPER MILL.

REMOVAL.

WE HAVE REMOVED OUR STORE from No. 143 East Water street, on Market Square, to

317 EAST WATER STREET,

between Mason and Wisconsin sts., nearly opposite the Furniture Warehouse of Noyes, Flertzheim & Co., and six doors north of the Milwaukee Sentinel Office. We shall be most happy to see our friends and customers at our new place of business, where they will find a general assortment of everything in the line of

PRINTING, WRAPPING,
Letter Cap and Note Papers;
CARDS, CARD BOARDS, AND PLAYING CARDS;
PRINTING INKS, TWINE, &c.

We are now paying an advanced price for clean Linen and Cotton Paper Rags.
aug27 NOONAN & McNAB.

HANFORD, BLACKMARR & CO.,
PAPER DEALERS,
NO. 1 WISCONSIN STREET,
MILWAUKEE......lje16d98d1v1......WISCONSIN.

Hardware, Stoves, &c.

JOHN NAZRO & CO.,
WHOLESALE AND RETAIL DEALERS IN
Hardware, Iron, Steel, Nails,
ROPE & TIN PLATE,
Nazro's Building, 121, 123 & 125 E. Water St.,
Milwaukee, Wis.

TERMS CASH.

WE HAVE ON HAND A LARGE AND well selected stock of Goods and shall be receiving during the season, additions to the same.—Having adopted the CASH SYSTEM, we shall sell all Goods, either at WHOLESALE OR RETAIL, at the very lowest prices we can afford.

GOODS FOR HOUSEKEEPERS.

WE HAVE A FULL ASSORTMENT OF Goods in this branch of Hardware, consisting of Charcoal Furnaces, for heating; Sad Irons; Enameled and French Preserve Kettles; Sauce and Stew Pans; Soap Stone Griddles; Cake Turners; Coffee Pot stands; Sad Iron Stands; Bread Toasters; Egg Beaters; Basting Spoons; Flesh Forks; together with numerous other articles useful to housekeepers. [je32] JOHN NAZRO & CO

DOG MUZZLES AND DOG COLLARS. We have just received a large assortment of the above goods, which we will sell very cheap.
jun21 JOHN NAZRO & CO.

PATENT EGG WHIPS.

A NEW ARTICLE, JUST RECEIVED. A little ahead of anything ever before produced. Call and get one, at JOHN NAZRO & CO.'S.

BOY'S TOY SHOVELS AND SPADES Rakes, Hoes, &c. A full assortment at JOHN NAZRO & CO'S.

TABLE CUTLERY.

BLAIR & PERSONS HAVE JUST OPENED a large Stock of Table Cutlery, of their own importation, which they will sell at wholesale or retail, at low prices. my7

KEEP COOL.

BLAIR & PERSONS HAVE FOR SALE Refrigerators, Water Coolers, Silver Plated and Brittania Ice Pitchers, Four Minute Ice Cream Freezers, &c., at No. 156 East Water. my9

COW BELLS.

100 DOZEN ASSORTED COW BELLS for sale cheap, by JOHN NAZRO & CO.

THE SENTINEL.

Terms of the Sentinel.
CASH, INVARIABLY IN ADVANCE.
Daily, delivered in City, per annum..........$7.00
do do do six months..........4.00
do do do three months..........2.00
do do do per week..........15
Papers to the Trade, per hundred..........2.00
Daily, by mail, per annum..........7.00
do do six months..........4.00
do do three months..........2.00
do do per month..........1.30
do do single copies Five cents.
Tri-Weekly, per annum..........4.00
do six months..........2.00
do three months..........1.00
Weekly, per annum..........1.50
do six months..........1.00
do three months..........50
CLUB RATES FOR THE WEEKLY.
To clubs of four (to one address) per annum..5.00
do do five do do do 6.00
do do ten do do do 10.00
Address JERMAIN & BRIGHTMAN,
Publishers Daily Sentinel, Milwaukee, Wis.

APPALLING CALAMITY!

LOSS OF THE LADY ELGIN!

MILWAUKEE IN MOURNING!

Full Particulars up to a Late Hour Sunday Night.

The steamer *Lady Elgin*, of the Lake Superior line, which left Milwaukee on Thursday evening with between four and five hundred excursionists, when on her return trip was run into by the schooner *Augusta* off Point Winetka, about 16 miles north of Chicago.

Among the excursionists were the Union Guards, Capt. Barry, the Black Yagers, and a number of the company known as the Green Yagers, besides a number of the firemen of our city, and many prominent citizens.

The excursionists left Milwaukee on the night of the 6th inst., with every prospect of a happy time and a safe return.

Saturday morning the first premonitions of the horrible news was whispered about the streets. Cheeks were blanched, and hearts were hushed at the tidings that the steamer had gone down with all on board. The rumor grew into a dread certainty as the despatches began to arrive. The dreadful intelligence spread like wildfire, and soon the city was agitated by feelings of suspense and apprehension. The newspaper offices were besieged; the telegraph office was thronged; knots gathered on the corners, and business for the moment stood still.—Then came the confirmation: "*Only thirteen saved.*" Out of the four hundred happy pleasure seekers who had left our city, only thirteen were saved! Then the excitement rose and broke through conventional bounds. Fathers had sons; sisters had brothers, and mothers had families aboard. There were Aldermen and other city officials. Persons from all portions of the city, and almost every position.

The anxiety was dreadful. A crowd of several hundred collected about the Sentinel office, and it required the presence of all the clerks to pass out to the crowd the slips on which was printed the meager intelligence.

Still the extent of the calamity, its awful magnitude did not seem to be fully comprehended by the public. That something appalling had transpired was felt, but that so many of our citizens had been hurried into Eternity, was too hard to believe.

As soon as the intelligence was received, **Mr. Weller**, the Supt. of the Milwaukee Telegraph office, sent a dispatch to Chicago requesting the office there to send a special operator to Eviston at once, and to forward all the particulars.

After this a number of dispatches were received, all confirming the news, and giving each an additional scrap of intelligence.

By 12 o'clock it was known all over that the *Lady Elgin* had been run into by the schooner *Augusta*, which latter struck her near the wheel-house, and that the steamer soon after filled and went down; that also a number were carried down in the vortex, and others, who clung to the decks which floated, were afterwards swept away.

THE SCENE IN THE THIRD WARD.

It would be utterly impossible to convey any idea to those who did not visit the Third Ward, of the scene there presented on Saturday afternoon. It seemed as though sounds of mourning proceeded from every third house. Little crowds of women were congregated along the walks, some giving free expression to their grief, and others offering condolence. Never before has our city been stricken with such a calamity.

SCENE AT THE LAKE SHORE DEPOT.

The scene at the depot of the Milwaukee and Chicago Railway, at noon, baffles description. Thousands had congregated there to await the arrival of the noon train; and as it approached, the crowd, impatient to learn some tidings of friends, could not wait for the locomotive to stop, but besieged the train.

Then it was that the heart-rending tidings were received by broken-hearted parents and friends with demonstrations of grief that could not be repressed. Timothy O'Brien was the first survivor who was recognized, and it was doubtful for some time whether he could survive the rude but honest congratulations of his many friends. He was surrounded, and questions as to this or that one known to be aboard plied quick and fast, and when the answers were given, there were fresh wails and wringing of hands.

All about the long depot were anxious females, some with their heads bowed, and others too heavily stricken to weep. We noticed one white headed gentleman with his hands clasped, in mute despair. On his arm was a pale-faced daughter, comforting him in the midst of an agony that she herself felt quite as deeply.

There was a number came up from the scene of the disaster. We had interviews with some two or three, and append their accounts as follows:

STATEMENT OF ALD. CRILLY.

We left Chicago between 10 and 11 o'clock. It was very foggy, but there was no appearance of an unusual storm. I had gone to bed when the collision took place, which was about two o'clock. Charles Everts was sleeping with me. We heard the crash and got up immediately. The boat was thrown on one side by the blow, and we had considerable difficulty in getting into the cabin. There the passengers were running about and screaming in great excitement. Capt. Wilson came in the cabin and told them to get on the other side of the boat, and asked me to help him.

I could hear the water rushing in. Soon after the Captain came into the cabin again, and ordered all the passengers on the hurricane deck. We all went up, and when we reached the deck we found them throwing over planks and doors and a great many jumping overboard after them. It could not have been over twenty minutes after she struck that she went down, and I shall never forget the shrieks and screams of that moment. It was perfectly awful.

The hurricane deck floated in two parts, the largest of which was the stern part. I recollect seeing on it when it floated, Charles Everts, Frank McCormick and sister, and Miss Murphy, and James McMannis and wife, who took a lounge and floated for some time on it. I also saw James Sheahy. The hurricane deck was very thin and made a very poor raft. There were about forty on it at this time, I mean the stern half.

I saw Mrs. Rice struggling in the water and caught her by the hair of her head, and succeeded in getting her on the raft. She had her infant child under her arm. I noticed that it was alive. She clung to the raft till it reached within 20 rods of the shore, the blood pouring out of her finger's ends, all the time.

When we reached the breakers, the first wave that struck us washed everybody off but the Captain and myself. I remember hearing Martin Delany cry out: "Get hold of me, for God's sake, or I'll be drowned."

The Captain made every endeavor to save Mrs. Rice, but it was useless; they both were drowned. She must have went down about twenty feet from shore, holding on to the baby to the last. The next wave that struck us, broke the raft to pieces. I went down and came up again. I cannot swim, and could not see anything to lay hold of.—I went down again; when I came up I was within eight feet of Tom Keogh, who was on a piece of a door. I tried to catch hold of it and was almost knocked senseless by it, and went down again.

My recollection was perfect; I made up my mind that all my efforts were useless; I was, however, fortunate enough to secure a piece of a door, and succeeded in getting near the shore, when Ed. Burke threw a rope to me. I caught hold of it, and he jerked it out of my hands; I then got it between my teeth, and he pulled me ashore. Captain Barry and Jervis were below at the time the boat went down, trying to save her by throwing over the heaviest part of the ballast, &c.

The banks, where I went ashore, are forty feet high and very steep, so that many of those who succeeded in reaching the land were dashed out again by the waves. I think that Frank McCormick and his ladies were all drowned. There is, I think, about two hundred out of the Third Ward who are lost.

MR. FRANK BOYD'S STATEMENT.

Mr. Frank Boyd, a son of J. S. Boyd, Esq., of this city, one of the survivors, gives us the following particulars of the disaster: The steamer left the dock at Chicago shortly before 10 o'clock P. M. There were somewhere about 400 on board, including a large number of women and children. Most of the latter, he thinks, were lost. At the time she left Chicago the wind was blowing freshly from the north-east, but not creating so much of a sea as to prevent dancing on board. The dancing was kept up until a short time previous to the collision, when the wind commenced increasing rapidly and blew with much violence as to keep the steamer at times almost on her beam ends, until she was headed against it. While the steamer was coming about, it seems the schooner which collided with her, had also changed her course, and struck the steamer a little aft of her bows on the port side, cutting through her upper works, and a portion of the hull. The vessel soon swang clear, and passed quickly out of sight. Her bow-sprit and jib-sails were carried away by the collision.

Immediately after the accident, when it was discovered that the steamer was leaking badly, the Captain had her headed for the shore, putting on full steam, and replenishing the furnaces. She had not been running towards the shore more than ten minutes before the fires were extinguished by the water; she was no longer manageable, and within half an hour from the time the vessel struck her, she went down—her bows sinking first, and some of the upper works parting from the hull with a loud crash.

Mr. Boyd speaks of the scenes on board, when it became known that the steamer was sinking, as one of indiscribable confusion. Horror was depicted on every countenance; and as the storm gained in fury, every wave breaking over the sinking steamer, hardly a hope was entertained of ever reaching the shore. Some becoming panic-stricken, and fearing that they should be carried down with the sinking steamer, jumped overboard, without making the slightest preparation to save themselves; others, with more presence of mind, clung to the wreck until the last ray of hope had vanished, constructing rafts and making every prepartion for the worst. Capt. Wilson was cool and resolute throughout the whole scene, superintending in person the construction of the rafts, and using every effort to quell the confusion amongst the passengers.

Mr. Boyd, being a good swimmer, jumped overboard a few minutes before the steamer went down, trusting to the assistance of a single oar to reach the shore, or keep himself afloat until he was picked up. But finding this rather hard work, he made for the Captain's raft on which there were about forty others, eight only of whom were saved. They succeeded in sailing the raft by holding up planks until they reached the breakers, when it went into pieces, each of the survivors clinging to a fragment, to save himself. Mr. Boyd's frail piece of the raft was rolled over and over again before he could reach the beach, but he clung to it as his only hope of safety until he gained the shore.

Milton Townsend was on the raft when it parted, and when Mr. Boyd last saw him, he appeared in a fair way of being saved.—Captain Wilson was lost within A HUNDRED FEET of the shore. He was washed off the raft, and was doubtless too much exhausted to make sufficient effort to save himself.

EDWARD BURKE'S STATEMENT.

We started from Chicago at 11 o'clock; there was no appearance of a storm; I was in bed with my wife when the collision took place; I went out into the cabin and found the boat laying on one side. When she righted, the chandeliers swung against the sides and made a great crash, and then the ladies screamed and the excitement was intense. The lights were mostly put out then, and the confusion grew worse. I went on deck with my wife, and when the vessel went down, we were on the hurricane deck which floated. I remember telling my wife to keep her mouth shut; I recollect seeing there Hugh McGarry, James McMannis and wife, John Roster and his cousin, James Sheahy and young Ellmore; but when the raft went to pieces, they were all separated. Before it was struck, however, I remember noticing Mrs. Rice with her baby under her arm, and I made a remark to Capt. Wilson that "I did not see how that child could live." Mrs. Rice was swept off and rescued again, and she never relinquished her hold of the child. Capt. Wilson then said "That whoever was lost, she must be saved, and he tied her to the raft with a rope; when it broke up, she was drowned. But I managed to get ashore with my wife safe and sound. We were in the water from half past two till nine in the morning. The steamer was struck, I think, near the wheelhouse. Capt. Barry and boys were aboard the boat when she went down.

MR. T. O'BRIEN'S STATEMENT.

Mr. O'Brien states that when the alarm was given, he was knocked down by the crowd rushing through the cabin. He made his way on deck after telling his wife to keep still in her berth. He was then, he says forced into one of the boats along with thirteen others all of whom were saved. One of the other boats was launched with seven in it, four of whom were drowned in the breakers before it reached the shore.

Mr. O'Brien, as we have stated, came up on the morning train on Saturday, and returned by the three-fifteen train to the scene of the disaster, to look after the body of his wife.

STATEMENT OF EDWARD WESTLAKE AT CHICAGO.

I was porter on the steamer *Lady Elgin*. There was a large party on board—five or six persons to each state-room, and many were sleeping on the floor. I went to bed a quarter past two. My bed was on the main deck, near the after gang-way on the larboard side. I had not got asleep when I heard a fearful crash. I went forward on the larboard side and saw a vessel at the after gangway. Some of our crew halloed to her to send her crew aboard, as we supposed she was sinking; but no answer was made to our hall, and saw no person. As she fell aft some portion of her rigging broke the lamp-room windows. She soon was out of sight.

I then went forward, where I met the Captain. He told me to get a light. I got one, and we looked over the side to see where the damage was done. It appeared to be not dangerous. The Captain thought that by listing her to starboard she would not leak, as the damage appeared to be above the water line. I then went and looked down the fire hole and heard that Richard Alexander, a fireman, had discovered a leak. By command of the Captain, I went aft for some mattresses with which to stop the water. With the assistance of a couple of passengers, I threw down eight or ten mattresses into the hold. I then went back through the cabin. The ladies and gentlemen were gathered in the cabin, but appeared to be neither alarmed nor excited. The wheel was put hard to starboard, and the boat headed for shore.

I then ran down again to the fire hold, and saw water within a foot of the furnaces. I went aft immediately, and met Mr. Caryl, and told him about the dangerous leak. He and I went forward to the fire hold, and saw water rushing into the furnaces. In going aft I met the Captain. He appeared to be cool and collected. He ordered the after yawl to be lowered. I took the bow tackle, and somebody, I know not who, was at the stern. As the boat lowered, I saw several persons jump into her from the promenade deck. I do not know who they were. As the boat struck the water the tackle was unhooked, and I swang off by the ropes into the boat. Mr. Caryl then jumped in, and one or two deck hands.

The Captain ordered us to go around to the larboard side, where she was struck, for the purpose of stopping the leak with mattresses, which he said they would throw over to us. We had but one oar in the boat, and though we asked repeatedly for another there was nobody to hand it to us. The captain had left that place, and the people seemed to be very excited and confused, and screamed, "Come in with the boat! Come in with the boat!" We did not again get alongside. The steward, Mr. Rice, jumped off the main deck into the water to help us with the boat. He swam to us, and we took him in. We then hallooed for a line to be thrown to us, but did not get it. We sculled around as well as we could with one oar for the purpose of getting alongside, in the meantime continually asking for another oar or for a line. But no attention was paid to us.

Finally some one threw us an oar; but it was carried off by the sea. By extraordinary exertions we neared the *Elgin* somewhat, when a man jumpped off the promenade deck and we took him into the boat. The wind then blew us away still further, and we were prevented from making another approach. After lying off a little while, the distance between the *Elgin* and ourselves constantly growing greater, we put the boat before the wind, and with thirteen persons, myself included, started for the shore. We saw the lights of the *Elgin* after we had been from five to ten minutes away. She was rolling heavily. After the expiration of that time, she appeared to sink between two heavy swells. When we arose on top of the wave we saw her no more.

STATEMENT OF FRED. RICE, THE STEWARD.

Mr. Rice says that the passengers were dancing at the time, and the lamps were trimmed at their request. Between two and half past two the schooner struck the *Elgin* on the larboard side, about amidships, running her bowsprit through the companion way and through the deck into the cabin. The hull of the boat was crushed in below the water line, letting the sea flow directly into the hold. The bilge injection was started, but the water speedily extinguished the fires. In twenty minutes after the collision, the engines stopped. Captain Wilson called to one of the engineers to start the engine. His reply was that there was no steam.

Everything that could be was done to stop the hole. Mattresses were put into it, and planks were spiked over, but without avail. The Captain then ordered the boats to be got ready, and directed five or six men to take the large boat round to the hole, and see if the hole could not be stopped from the outside.

Twelve men first jumped into the boat. Mr. Rice, by order of the Captain, next jumped in, placed himself in the stern, and with the oar used every exertion to get round to the hole. The passengers crowded the guard ready to leap in, and the steward, to prevent them from sinking the boat shoved it off as far as possible. As the boat swung round the stern of the steamer, a sea struck it and carried it a long distance off. There was but one light oar in the boat, and with this it was found impossible to get it back. The steward then called for oars, believing that he would be able to save five or six more if he could get back to the steamer. One oar was thrown, but those in the boat could not get it.

They then put the boat before the wind, the sea making a clean breach over her every minute. With great exertions, however, they succeeded in reaching the shore at the foot of a perpendicular clay bank. One of the men succeeded in climbing up the bank, and let down a rope by which the others were drawn up. They proceeded to the house of Mr. Gage, who with his family did everything in his power to relieve the sufferers.

The lights of the steamer were very distinctly seen by those in the steward's boat until they were a least a mile distant, when they suddenly disappeared. The steamer went down about twelve miles from land.

Mr. Rice describes the scene on board the steamer as one of the wildest excitement and terror. Passengers ran hither and thither with alarm. Women screamed and clung to their husbands or companions in frantic terror. For a considerable time after the boat left the wreck, the terrific shrieks of the passengers were heard above the howling tempest

A short time after reaching the house of Mr. Gage (which was after five o'clock in the morning), a man came in with word that another boat had come ashore and swamped. Mr. Rice and his companions, with Mr. Gage, hastened to the beach, where they found eight persons struggling in the surf.—They succeeded in rescuing four of them; the others were drowned. These four, with those in the steward's boat, were all that are known by the steward to have been saved.

Mr. Gunnison says that he was on the guard when the boat went down. He had a small beureau drawer in his hand, and thinks he went down in about 30 feet with the sinking hull. When he came up he found a wooden float, and to this he clung for eight hours.

MR. W. EVISTON.

Mr. Eviston, whose name appears above, was with his wife on the pilot house, and his sole care seemed to be for her. When near the shore, a huge wave washed her off into the lake. Her husband instantly left his place and swam to her assistance. Seizing her in his arms he struggled back thro' the waves and by great exertions succeeded in placing her again by his side on the pilot-house. Both were saved.

Such a deed reflects more glory upon the doer than is achieved by him who conquers nations by the sword. Several saw T. H. Eviston, and state that he struggled manfully and long to save his wife.

STATEMENT OF MR. SMITH.

Michael E. Smith, of Ontonagon, was among the number saved. He gives the following statement of the disaster. He was on the float with Capt. Wilson:

I was asleep in the mate's room at the time of the accident. The watchman came in and told the first mate that a vessel had run into the steamer's port-side, just forward of the wheel-house, and stove a hole in her. The mate and myself went directly on deck—found Capt. Wilson there. The steamer had on board some 150 to 180 head of cattle. The captain ordered the cattle to be thrown overboard. They were thrown over by the crew.

The first and second mate went in the life boat to stop the leak. They found the hole so low that they could not get at it. The steamer was listed over, but they could not get at the hole.

The Captain ordered all the passengers to get life-preservers. I think that most of them did. He then ordered the crew to take axes and break open the state rooms, so that none should be left in them; I think that nearly every passenger got out, although I pulled one out as we floated by the state room

A short time after this, the engine fell through the bottom of the vessel; I should think fifteen minutes after the schooner struck her; the hull went down immediately, leaving the hurricane deck floating; a great portion of the passengers were on the hurricane deck when the hull went down; the most of them jumped off very soon, thinking that it would sink; the hurricane deck soon separated into five pieces; there were twenty-five on the part on which I was; the Captain was on this; there were some military from Milwaukee, and six or seven ladies; the other four pieces went off with a number on each.

We held up cabin doors for sails, and came down smoothly as far as Winnetka. When within a few rods of the shore, the raft capsized; some of us got back on it—among them, the captain and myself; the captain got one of the ladies back; a big sea came, and washed us off. The captain was the last man on the float; I heard him cheering the passengers; another sea came, washed him, and he drowned.

Of the twenty-five who were on the float, only eight were saved.

After the life boat was launched, a yawl which was aft was launched. Two boats were launched from the hurricane deck. I knew only two men on the raft—the Captain and Mr. Waldo, the clerk of the National Mine at Ontonagon.

When it became light in the morning, the four rafts were in sight, and a great many floating on pieces of the wreck. The Captain called to each of the rafts, and inquired if his Southern friends were aboard. They answered from each that they were not.

[The friends referred to were probably Colonel F. A. Lumsden and family, of New Orleans, and Mr. Garth and family, of Kentucky.]

STATEMENT OF CAPTAIN MALOTT.

D. M. Malott, master of the schooner *Augusta*, gives the following version of the catastrophe in his protest made on Saturday morning:

The *Augusta* took on a cargo of lumber about three miles below Port Huron in St. Clair river, and sailed thence about four o'clock p. m., of the 1st of September. That nothing material occurred during the voyage until the evening of the 7th of September, the vessel then being off Milwaukee, about 7 1-2 o'clock, with wind about N. E., a strong breeze, vessel heading S. by E. with all sail set.

At 2 o'clock a. m. of the 8th, was off Waukegan, wind in same direction, and fresh, about 4 or 5 miles off shore, weather cloudy, moon up, not very dark; our lights all right and in order; vessel on same course. At about 3 o'clock, took a heavy squall from the north, and vessel broached to. Lowered away fore and mainsail about half way, took in jibs, and were running under these sails when we discovered a steamer's lights, both red and bright, supposed to be from a quarter to a half mile distant, and steering between N. and N. E. Raining very hard.

We kept our vessel on her course E. by S. until we saw a collision was probable, when we put helm hard up. Struck the steamer in about two or three minutes, first abaft the paddle box on her port side. The steamer kept on her course; engine in full motion, heading the *Augusta* around north alongside of the steamer. Got separated from the steamer in about a minute, when the *Augusta* fell off into the trough of the sea. All our head gear, jib boom, staunches, etc., were carried away. Took in all sail and cleared away an anchor, supposing the vessel would fill.

Lost sight of the steamer within five minutes after the collision. After clearing up the wreck, got up forestaysail, (finding the vessel was not leaking) and made efforts to get the vessel before the wind and save the masts, as all the head stays were gone, except one forestay, but was obliged to hoist a part of the foresail, when we succeeded in getting before the wind and stood in for the land. When within about three miles, stood down along the shore and arrived off Chicago harbor about half-past o'clock A. M., September 8.

GEORGE FURLONG'S STATEMENT.

Was abed when the boats collided; heard the crash and jumped out of bed and entered the cabin, where I found the women and men very much excited; some were screaming, some crying and some praying; the captain told them there was no danger, they would all be saved; I felt but little alarm; saw a hole in the cabin, but did not think much damage had been done: in about two minutes the captain ordered us all on deck, putting the ladies up first; I was one of the last on deck, and had been there about five minutes when the boat went down; I was forward as I came up among the last; had I been with the crowd I should have probably been lost; when the boat went down, the hurricane deck floated; I kept on my corner, and a stranger who said his name was Gough, from Indiana, swam to the spot I was on, and we sat side by side about an hour.

About daylight, Frank McCormick and two or three other came to our piece, and I left it, thinking there were too many for it to hold, and swam to a cattle crate, to which a man named Ed. Maher was clinging, together with four or five dead cattle; we passed several other rafts, and about 9 o'clock passed McCormick and Gough, who were alone; we got along very well until within a short distance from the shore, when the heavy sea broke the raft in two, and left the cattle swinging at one end and we took the other; I got off the raft and endeavored to steer it; before this we had great difficulty keeping awake; and Gough told me not to go to sleep; we watched each other and spoke but few times; when we got near the shore the breakers nearly smothered us, but the people on shore rescued us and put us to bed in Mr. Smith's house, where we were very kindly treated; should think the collision took place about 2 o'clock. I was completely dressed, but afterwards pulled off my boots to swim.

MRS. RIVERS' STATEMENT.

Mrs. Rivers came to the shore in company with Mrs. Newcomb, who was drowned near shore. She, in company with others, were on a raft, and about half-past five it broke pieces—one portion going one way and the other floating in shore. I think at least 100 hundred persons were drowned by jumping off the hurricane deck; I was in bed when the boats struck; should judge there were 450 on board the boat, which sank in fifteen or twenty minutes after the accident. When near the shore the raft broke again, and a piece striking the captain knocked him into the water, and he never rose again. Just before this, the captain spoke to me and told me to hang on as I had floated too far to be drowned now.

The narrator's arms, face, and body are badly bruised. It was a miracle that she was saved. There was a vessel in sight about three hours while the passengers were on the raft, but did not approach to their assistance. Capt. Barry was on the same piece of the raft as the lady, but was washed off before reaching the shore. Mrs. Newcomb was clinging to the narrator when she exclaimed that she was drowning. The narrator told her to hold fast to her, but she refused, saying that she did not wish to see Mrs. Rivers drowned. A great many were drowned who were in the cabin, and were unable to get up on deck. The narrator thinks all on the raft could have been saved if it had not broken. The Captain was very kind, and had it not been for him, all would have been drowned when the boat sunk. He calmed the fears of the passengers, and ordered them on deck.

When morning came, people could be seen all around us in every direction. All seemed to retain their courage and made but little noise. At least one-third of the passengers were ladies. She came ashore about 9 o'clock, and was the first rescued. Fourteen others were rescued during the day, within a few rods of where she was thrown upon the beach. In an instant after the collision all was darkness. She saw nothing of the schooner after she struck, and was insensible when picked up.

The boat left Chicago about 9 o'clock. It was calm at the time of starting. Col. Lumsden, of the N. O. *Picayune*, was called for several times by the Captain, after getting on the raft, but did not answer. The Captain then called several other names but they did not answer.

STATEMENT OF MR. AND MRS. EVISTON.

Were in the gentlemen's cabin at the time of the accident; the steamer, after she struck the vessel, careened on one side, as the passengers rushed for the deck, and the mate assured them that there was no danger: we remained in the cabin a short time, then the captain came and ordered all the ladies on the hurricane deck and all would be saved; saw our brother on the deck; he had a plank and gave one end to us.

It was then reported that the vessel was sinking, and in a moment she went down—as she went down her upper works broke in small pieces; we found ourselves fast between two heavy timbers, but the next wave gave us liberty, we then seized a door of a state-room, and from that tried to get on a bundle of hay, but failed in our attempt; husband then told his wife to hold fast to him, and if they get drowned, they would die together; got a few boards under the door to keep it floating, as it [door] was not sufficient to do so; remained on the raft till daylight.

Saw many women and children with planks in the water, and the cries of the children for their mothers aid still rings in our ears; the sea became so rough that we found that our raft would not sustain us; about this time saw a large portion of one of the wheel houses floating near us; told my wife to remain fast on the door, while I tried to get on the wheelhouse: after I got on it I lifted my wife into it, as it was turned up.

Saw a man in the water who had lost his plank, caught him by his hair and held his head above water till he got hold of another plank; the next sea washed him off and we did not see him any more; kept encouraging each other to not despair; about 11 o'clock we floated near to shore, when our wheel house turned over, was both washed off; swam towards my wife and got her on the wheel house again, and then got on myself.

Shortly after, a heavy sea raised our wheel house and drove it ashore; caught my wife in my arms and jumped on the beach; was then assisted by some persons on shore and taken to Mr. Smith's house and from there to Mr. Carter's.

STATEMENT OF GEO. DAVIS, FIRST MATE OF THE LADY ELGIN.

I was in bed at the time of the collision; as soon as I heard the crash, I jumped up and ran on deck; went to the pilot-house and ascertained the course of the steamer, and headed her for shore; not over a minute after, I changed her course, the Captain came and asked me how I was stearing; I told him, for shore; he then said, I am afraid the boat is sinking, and ordered me to blow the whistle and ring the bell for the schooner to stand by us. I blowed the whistle and then tied the rope so as to keep up a continuous whistle, and went and rung the bell for about half a minute and then returned to the pilot-house and remained there till the engine stopped, when the Captain ordered me to take mattrasses and blankets and go in the small boat, and see if I could stop the break from the out side; some five or six threw the life-boat overboard; she filled with water; we jumped in her and bailed her out; we endeavored to reach the steamer but when about three rods off her she went down; we had but two oars and could not manage her; there were 5 in the boat: Geo. Davis, 1st. mate, saved; Wm. Beeman, 2d. mate, saved; a boy by the name of Hogan, (a deck sweep,) saved. Effort Morgan, a watchman, lost; the name of the other is unknown also lost.

We let the boat drift ashore, but when we reached the breakers the surf capsized the boat, and we then endeavored to reach the shore by swimming.

After getting on shore I found the boy Hogan had also gained a footing; I saw the 2nd mate struggling in the water and called to him; he answered that he could not stand, and for me to throw him a line; I started to find one and had to go nearly a mile before I could find one, but when I returned he had managed to get upon the bank by himself.

The 1st Mate thinks there was no record of the excursionists, but all the regular passengers for Lake Superior, who had paid their fare, that their names were registered. Have no doubt but that nearly every person on board would have been saved, if the schooner had remained by us, or if she had anchored as soon as we blew our whistle, we could easily have reached her with our boats. When struck we were about six miles out, and must have been at least four miles from shore when the steamer went down.

STATEMENT OF SECOND MATE.

Was on the promenade deck at the time of the accident. Capt. Wilson stood by the pilot house door; saw the light of the schooner about four or five minutes before she struck, on her port bow. As soon as I saw the light I ordered the pilot to put his helm hard port. Capt. Wilson gave the same order at the same time. I immediately ran into the pilot house and assisted the wheelsman. There were two at the wheel when I went in. The schooner acted as if she did not see us, not altering her course in the least. The schooner struck us in the midship gangway on the larboard side, and cut her hull close to the water's edge. The buckets on the port wheel were all knocked off. I left the pilot house as soon as she struck, to see what damage was done; called for the carpenter to assist me. The Captain ordered the 1st Mate and myself to take a boat, with matrasses and blankets; and see if we could stop the leak. When the boat struck the water a sea took her and carried her under the guards and filled her full of water. I jumped into her and commenced bailing her out. Mr. Davis and two others then jumped in and assisted me in bailing the boat. We were then attached to the steamer, but about fifty attempting to jump in, we cut the painter and floated off a short distance. In bailing her out she shipped two or three seas and it took us some time before we could manage her. As soon as we could command her we tried to get back to the steamer, but she went down when we were quite near her.

We floated around till after daylight, when we endeavored to reach the shore. When we got in the breakers, a heavy sea took her on the starboard quarter and upset her.—The first mate and boy got ashore before I did; I struck out twice for the beach, but the undertow took me back; I then got hold of the lifeboat, and get under her; she was bottom side up, and no water inside above her thwarts. When I got in about three feet of water, I dove out and got up along side of the bank; saw first mate and boy on the bluff, and called to them for a line; first mate started off, and while he was gone I managed to crawl up out of the surf; as I was trying to get up, the surf washed me back twice about thirty feet; I went up to a house—don't know whose house it was; was very kindly treated, and everything was done for me that could be done.

At the time of the accident, we were about six to eight miles out; and about off Waukegan—heading for Kenosha light. When the first mate came up, he altered her course for the shore; when the engines ceased working, the captain ordered us both to take the boat.

If the schooner had heeded our whistle or bell, there is no doubt but what the larger portion on board would have been saved.

MR. CHRISTIANSON'S STATEMENT.

Mr. Christonson went with four ladies; two of them were daughters of a cooper named Hanson, living on Walker's Point—the other two were named Weeks. The latter have a sister living near Green Bay, in Door county, and another in Iowa, and one in Minnesota. It is desired that the sisters should come to Milwaukee and attend to the property of these ladies. Mr. Christianson was the only one of this party saved, and he is now in town in a very critical condition.

ADDITIONAL PARTICULARS.

A despatch was received last evening by J. E. Arnold, which stated that his son George was among the lost.

Frank Boyd informed us that he saw Milton Townsend at 8 o'clock on Saturday morning, on a piece of the wreck, not a great distance off. He hailed him and asked him how he felt. Young Townsend replied "That he felt 'first-rate,' was not tired, and was getting along finely."

A large company of reporters and citizens went down on the 3:15 train. Detachments of the Green and Black Yagers marched through the streets to the melancholy tap of the drum, and took the train for the scene of the disaster.

Dennis Gilmore, a newsboy, who was aboard, came up on the cars. He states that the *Lady Elgin* had 200 cattle on board, besides a quantity of stoves and other heavy freight. I got on one of the rafts, he says. There were thirty or forty on each raft. On our raft there were only nine saved. I saw Oakley, the livery man, clinging to the raft. Don't know whether he was saved. Capt. Wilson was lost. A good many started from the vessel in the boats of the steamer. When I came away they were taking the life-boat to the spot. Think Capt. Barry and son were lost. Think only three or four of the Union Guards were saved. Those saved on the raft with me were Burke and wife, Crilly, Jno. McLanden, Tim. O'Brien, Thomas Keogh, and some I did not know. Band nearly all drowned.

I got ashore between 10 and 11 a m; think Tom Eviston stayed in Chicago, but his two brothers came on the boat. I saw Milton Townsend and a drummer floating ashore together, but could not tell if they were saved.

A despatch received at half past 10 says, that the tug *McQueen* brought in but three of the survivors. Names unknown.

From all the particulars it would seem that the destruction of the fated vessel was most sudden. There had been dancing on board but a few minutes before, and the passengers were called, as it were, from festivities and mirth to grapple with the king of terrors. It is, however, difficult to determine yet with accuracy how the accident happened. The excitement of the narrators is plainly seen in the statements given.

It is also impossible to state with any degree of certainty how many were lost. There were hopes all the afternoon that many more would be picked up alive. It was said that scores had been seen in the morning floating on pieces of the wreck, and that life boats were only needed to rescue them.

The list of those recovered, however, which we make up at a late hour, is not as greatly augmented as was hoped, although it has reached a much greater amount than the first report would have led any but the most sanguine to expect.

A great many rumors prevailed during last evening, as to the fate of Thomas H. Eviston, our Chief Engineer. The evening papers state that he did not leave Chicago; still, we have received no intelligence from him, which seems strange if such is the case.

THE CAPTAIN.

It is stated by all that the Captain acted in a noble manner throughout the trying scenes. One of the narrators, who was on the raft with him, testifies that he labored unremittingly, to encourage and assist the sufferers. Another states that he saw him on the boat at the time of the sinking, and that he did everything in his power to save those about him. His conduct to Mrs. Rice is worthy of notice.

STILL FURTHER PARTICULARS.

2 o'clock Sunday morning.

By the arrival of our special reporter we have a few additional particulars.

The loss of Thomas H. Eviston and wife is confirmed. It seems he made a manful struggle, but was unable to reach the shore.

Milton Townsend was also lost. He floated until exhausted and then disappeared in the water.

Mr. Gunnison was about the last recovered; he is now comfortable.

Those who live near the scene state that yesterday morning there were full a hundred to be seen floating on pieces of the wreck, but as they reached the breakers they were swept off. The life boats in which were the two mates came in below Winnetka. One of the boats, from the hurricane deck, started with twelve passengers, eight of whom were saved. The boat upset twice. A lady and child who were on this boat were washed away once and were picked up. They were washed off the second time and drowned. Of the eight saved on this boat seven belonged to Milwaukee.

From the foregoing it will be seen that the *Lady Elgin* was ten miles from shore at the time of the collision, and about five miles north of Point Winnetta.

The *Lady Elgin* was owned by Gurdon S. Hubbard, Esq., of Chicago. She was a staunch, thorough built craft, and one of the most seaworthy vessels on the lakes. She was insured for $34 000. The books of the boat and the steward's desk, containing some money and watches, were saved, and are in the possession of the owner.

The inmates of the houses in the vicinity were very kind; and provided all the necessaries for the recovery of the exhausted ones who were rescued. Especial praise is due to Mr Jared Gage, of Winnetka, whose efforts to succor and relieve the distressed redound to the nobleness of his heart.

Not less than fourteen persons were saved at the pier in front of the house of Artemas Carter, some of whom owe their lives to the daring of Mr. Carter himself, and all of them are under lasting obligations to Mr. C. and lady for the kind care and nursing received at their hands.

We are informed at this hour, that Alexander Corbitt was seen alive at Winnetka, with his arm wounded and a gash in the back of his neck. There is, however, nothing certain known.

Wm Moots, a tinsmith, states that he got into a boat at the stern of the steamer, but seeing that a lady was anxious to get in, he gave her his place. When he was in the water, he states that he saw Alex. Corbett within about twelve yards of him. He hailed him, asked him how he was, etc. Alex. replied he was cold and that his feet pained him. He was at the time lying flat upon his float, and appeared very much exhausted. About an hour after this, and when within a mile of the shore, he again hailed him and received no answer; a slight movement of the head alone being preceptible. Hearing a groan a few minutes later, he turned and saw Corbett let go his hold and go down.

Mr. Moots was in the water eight hours before he was rescued.

The body of Mrs. Rice was recovered on Saturday night; so it was stated in a dispatch received by some of the friends yesterday.

James Cook, of Fond du Lac, got ashore on Saturday afternoon about 3 o'clock, between Winnetka and Evanston. His mother and sister were on board and are lost. He is badly bruised on both legs. He came to Milwaukee on yesterday's train.

It is reported that a raft, with three persons on it, was seen about dark on Saturday afternoon about five miles south of Evanston. People on shore followed it as it floated south, but lost sight of it after dark.

Col. Lumsden and wife's trunk was found broken open and about a thousand dollars worth of jewelry taken therefrom. The property was afterwards recovered at Evanston.

Edward Ring and wife are among the lost. Live in Palmer's Addition. Leaves three small children at home.

LIFE PRESERVERS ON BOARD.

There has been a rumor about that there were no life-preservers on board the steamer. The surviving officers and the owner of the boat say that there were five hundred on board—made of two inch plank, from 16 to 18 inches long, with two strong ropes in each end.

THE LAKE SHORE RAILROAD.

The officers of the Lake Shore Railroad are deserving of much praise for the prompt and generous aid extended to the friends and relatives, who wished to go to the scene of the disaster. Yesterday they run a special train down, which was crowded with passengers.

The following is a list of the names of those reported to us as being on board. Those marked with an asterisk are said to be saved:

Arnold George;
A man and wife from Washington;
*A deck hand from Chicago, name unk'n
*A woman saved at Evanston, without clothing, name unknown.
Bishop Harry and Augustus;
Barry, *Capt. of Union Guards;*
Burns, *Deputy Sheriff;*
Burns Michael and Welland;
Bortel Michael;
*Boyd Frank;
Boesenberg Fred, *City Band;*
Ballin Thos;
Barne Fanny;
Bulger sisters;
Black Hugh;
Blatz Mrs Helen;
Bohan Thos;
Birmingham Cornelius;
Barron Mrs, *supposed to be on board;*
*Blos Phillip; *City Band;*
Beverung Chas;
*Buchan Jerome;
*Blebert Albert;
*Burke Ed;
*Beman William, Milwaukee;
Corcoran John;
Cosgrove Jas;
Cosgrove John;—
*Cook Jacob Fond du Lac
Conley Patrick and James;
Commonfort R E;
* Caryl H G *Clerk of the Elgin;*
Casper Frank;
Ceefer Mr;
*Crilly J J *Alderman;*
Collins J H;
Churchill George;
Churchill William H;
Curtin Elizabeth;
*Connor M;
*Chase ——;
*Cummings Mr *Chicago;*
Corbitt Alex;
*Cook Jacob, Fond du Lac;
*Crother, Terry, Chicago;
*Cathern L;
Chamberlain Frank;
Cook Mrs Jane, Fond du Lac
Cook Elizabeth Miss, do
Downer Sam A;
Delany John and wife;
Dooley Martin;
Downer D;
Donner Hannah;
Domcavan Margaret;
* Devers *Policeman;*
Delany do
Dwyer M;
Dwyer Helen
Devert Mr *City Band;*
* Dempsey Robert;
*Denoy Thos;
* Devassky Fred Milwaukee;
* Davis Geo first mate Chicago;
*Doyle John, Milwaukee;
*D. Frosky Frank do
*Davis George, first mate;
*Duffey Wm Milwaukee,
*Dunns W A Milwaukee;
*Danes W A Chicago;
*Davies W A;
*Duffey William and daughter lost;
Dilersick M;
Everts Charles;
* Eviston, Mrs;
Englebarst Mr. *Brewer;*
*Eviston J W and lady
Eichhorn G;
* Ellsworth;
Eviston Thos H;
* Eviston Martin;
* Edwards Wm;
* Elywood;
* Ellis Mary;
*Elwood W, Milwaukee;
*Fred, a boy name unknown;
Esiker Vincent;
Fanning Catharine and Elizabeth;
Fahey *Constable;*
* Farlong Geo;
Foley Paul & Son;
Fitzgerald Patrick;
Fitzgerald Mr & lady;
Fitzgerald Morris;
* Ford ——;
Grady Michael, Granville;
Gardiner H C;
Gannon Margaret;
Gannon P;
Goetz Mr;
* Gone Robert, Chicago;
* Gunnison H W;
*Gardiner H E;
* Gurdon Mr;
* Groor Robert;
* Gilmore Dennis;
*Gilimore John, Milwaukee;
Hayes William;
Hall B F, Aurora, Ill;
* Hobart J C;
*Hayes Margaret
*Herbert J C
*Hayes William;
Haskett James;
Hanley Mathew and sister;
Happy Wm M Pittsfield, Mass
Hoye Mrs;
Horrigan Michael;
Hanno T C;
Hamierer F;
*Haeppner Frederick
*Hanley Wm
*Hartcliff Lieut, U S A, Mackinac
Ingraham Herbert, Boston, England;
*Jervis J;
Jervis Mrs;
Johnson Mary E;
Johnson Chas;
*Jacobson J C, New York;
Korb ——;
Keegan Martin and family;
King Robert and wife;
Kelly John;
Keefer John Jr;
Katen Fred;
*Keogh Thos;
Kommarek —— three brothers;
Keogh Agnes;
*Kehoe Bridget, Milwaukee
*Kittemeyer Fred, do
*Kennedy Thos do
*Kinsella William, do
*Kingsley Isaac, do
Kilroy James wife and child;
Laverenz Otto; wife saved;
Leyden Amelia;
Lynch B;
Lowther Ed;
Lumsden Col and family;
Malion E;
Monohan Mr daughter and son;
McCormick Frank;
McGarry Hugh;
Murphy Michael;
*McGrath M;
*Malion Ed;
McLanden John
*Murphy T;
*McGlone Adam;
Mathews Miss;
Martin Joseph;
McGraw Richard;
*Miller John;
Murphy Miss;
Murphy Wm.
McCaige Jas;
*Moots Mr Wm;
Malone Jas;
Monahan — daughter and son;
Monahan Kate;
McGrath Mary;
*Mills W, Ohio;
McGraw ——;
*Millard John H, Milwaukee;
*May Charles do
*Miller Wm do
*Maher Patrick do
*McManus James do
*McCauley John do
*McLinden John do
*Miller Edward do
*Murray John do
*Myers Patrick do
*McCoslen T do
McKay M, news-boy;
McDonough P;
McLath Nicholas;
*McLaughlin Mr, and Mrs lost;
* Murray John;
*Maher Patrick fireman Chicago;
Newcomb Minnie;
Nevlin Tom;
*Nickols J } City Band,
*Nickols Christian, }
Norton George, Racine;
*O'Niel John;
*O'Brien Timothy—family lost;
O'Grady John;
*O'Leary Daniel—family lost;
*O'Brien John, Milwaukee
Oakley George F;
O'Brien John;
O'Brien Mary;
O'Grady John Mrs;
O'Hearn Patrick and two sisters;
O'Niel Tom;
Patterson Albert;
Pierce A M;
Plankington Eli;
Parsons M;
Phillips W saloon keeper;
Persons Henry;
Pentony James, Town Clerk of Granville;
*Pritchard Thos;
Persons J;
Pomeroy Wm;
Pollard John;
*Parks George
Quail ——;
Rooney a son of the auctioneer;
Rice Mr. policeman, wife and child;
Ryan John;
*Rollins Frank
*Rhodes Jerome B; wife lost
*Rossiter John
*Rivers Frank;
*Rice Mr. steward;
Roster John;
*Regan John;
*Rowan Martin;
Rapp Mr.
*Roper John;
Rogers Edward;
*Rogers James, Milwaukee;
*Rossiter John do
*E J Powers do
*Seiger William do
*Snyder Frederick do
*Simmons William, Chicago;
*Shea Thos;
*Sheahy Thos;
*Rugee two brothers;
Sheenan Thos. wife and two children;
* Slyer William Milwaukee;
Smith Jas;
Skowich ——
Schmidt
Schecker Henry;
Smith W G;
Senftleben H;
Street —— Jr;
Scollan James;
Stern M;
Schroder John;
Smith W. G., Milwaukee;
Terlin James of Chicago.
*Updyke Lyman;
Townsend Milton;
Warner Edward;
Waters Miss;
Watosa, name unknown;
Welsh Patrick;
Ward Mary;
Wilcox L;
Waegli Samuel;
Weiskopp P F;
*Westlake Edward;
Weaver Michael;
*Winslow E;
*Walsh P, Milwaukee
*White Edward, fireman, Chicago
*Waldo Mr, of Lake Superior
Wilson William, Milwaukee;
Young John.

Bodies Found.—Peter Murray, Ann McGrath, Capt. Wilson, Stephen Murphy, Jas Rice, two infants, Lord Ingraham, Peter Caldern, Ellen Cosgrove, Mr. Morse, (Chicago) J. H. Rose, Ellen McCormick, a young woman with six rings on right hand, and three other unknown bodies. Four bodies went to Chicago on an extra train—names unknown.

Evanston, Sept. 9—2 P. M.

Wm. Beck:—I have found between here and Lake View, eleven bodies—six men and five women.

One man was recognized as Capt. Riley.

C. P. BRADLEY.

Evanston, Sept. 9—12 M.

I have just reached this place, having passed down on the beach on foot from Winnetka.

There has been but one body found since the four of yesterday. The one found is supposed to be that of a laborer from Milwaukee. Signed, OPERATOR.

[This body was afterwards recognized—our reporter says, as Stephen Murphy, of this city.]

Chicago, Sept 9—4 P. M.

Twelve bodies here in the Court House, found along the beach near here, are mostly recognized by parties here. No names yet learned.

Evanston, Sept 9—4 P. M.

Three more bodies unrecognized are in the Depot here. We will give descriptions soon. One man, two females.

One German about 45 years old; a large and heavy man; brown hair, no whiskers, light dress; cotton flannel under shirt, linen coat, dark cassimere pants with a stripe down the leg; calf-skin boots, patched and well worn.

One young woman, probably about 25 years of age, black hair, one upper tooth gone, gingham dress with green stripe and yellow crimp fringe; "Mrs. Fahey, Milwaukee," written on hooped skirt.

One woman, of medium height, about 24 years old, curly, sandy hair, blue striped worsted dress, common white cotton chemise, white cotton hooped skirt; prunell gaiters, about number fours.

(Signed) H. K. WHITE.

P. S.—It is thought by a number of the citizens of Milwaukee who are here, that the woman with hoop-skirt, marked Mrs. Fahey, is Miss Leyden of Milwaukee. The mark is a pencil mark, put on since found.

[Signed] H. K. WHITE,
R. B. BOYD.

Chicago, Sept. 9—10 P. M.

Peter Riley, Mrs. C. B. McLaughlin, Thos. Eviston, M. McGrath; a girl 13 years of age, not recognized, a stranger from Lake Superior.

Early on Sunday morning a body of a man, we should judge to be 22 or 23 years of age, came ashore near Evanston. He is supposed to be a Milwaukee man, by the name of Gallagher. His under-shirt is marked on the neck band with the initials "H. P. G." with red thread. Has black whiskers all around his face; moustache about two weeks growth; left boot cut open in the instep.

Gen. Rufus King, Milwaukee:—*Dear Sir:*—I left yesterday with Capt Becker, of Milwaukee Rifles; Capt. Dreher, of Black Yagers; Lieut. Verbein, of Artillery, and thirteen men of different companies for this place to try if we could recover the bodies of those unfortunate people lost with the steamer "Lady Elgin." We have worked very hard all this time for that purpose, and succeeded in finding one dead person, A. S. Evanston. Jas. White and I conveyed it to Winnetka station, for the Coroner's inquest. At the same time, we found a member of the City Band, Mr. Albert DeComs, who was saved, and stays at the Evanton Hotel. We shall still stay here, and recover all we can; also, a good deal of passenger property we deliver to the proper authorities. Two dead bodies of ladies have just been washed ashore at Evanston. A committee of gentlemen was formed here today, who came with the train this morning, but they have not thought it proper to act in harmony with us.

Yours truly,
TH. HORWITZ.

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sep4h3d6m

MILWAUKEE INTELLIGENCE

—AND—

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PHILIPP HORWITZ.
jel8j166d1y No. 234 East Water Street.

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CALEB WALL,
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MILWAUKEE, - WISCONSIN.

THE CLASSES IN THIS INSTITUTION will be re-opened on the first Monday in September.
TERMS—For Tuition in English, German, Orthography, Reading, Grammar, Elocution, History, Geography, Arithmetic and Penmanship, per quarter, payable in advance, $2,50. Latin and Greek, Mathematics, Book-Keeping and Rhetoric, $5,00.
For farther information apply at St. Gall's Parsonage, corner of Second and Sycamore Sts.
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MAY BE EASILY SECURED BY USING ARTHUR'S AIR-TIGHT FRUIT JARS! Only depot for Wisconsin at
BLAIR & PERSONS',
156 East Water st., Milwaukee.
Prices reduced to suit the times.
Send your orders early. jel

$2,000 to $5,000.

SILENT OR ACTIVE PARTNER WANTED, to join the advertiser in a strictly legitimate business. Good chance to make money and no risk.
Address Drawer 292, Milwaukee, Wis. sep3a80tf

COMMERCIAL.

MONDAY P. M., Sept. 10, 1860.

The receipts of flour and grain for the 24 hours ending 5 P. M. yesterday, and the shipments for Saturday and up to 4 P. M. to-day, will be seen by the following tables:

RECEIPTS OF FLOUR AND GRAIN FOR 24 HOURS.

	Flour, bus.	Wheat, bus.	Oats, bus.	Corn, bus.	Bar'y, bus.	Rye, bus.
Mil. & Miss. R. R.	190	26,324	250	....	173	....
LaC. & M. R. R.	613	27,626	....	....	232	....
M., W. & B.V.R.R	124	8,340	....	....	69	....
By M & C. R. R	....	8,927	....	....	....	....
By Lake	80	....				
Total	1007	71,217	250	....	474	...

SHIPMENTS FOR 48 HOURS.

	Flour.	Wheat.
To Buffalo	754	165,540
Ogdensburgh	550	21,495
Port Sarnia	1,074	14,000
Kingston	....	13,000
Oswego	....	10,000
Collingwood	602	
By D. & M. Railway	3,494	819
Total	5,474	227,804

The wheat market was very active to-day, and advanced 3@4c above Saturday's closing prices. The sales reported amount to about 100,000 bushels, and the market closed very firm at $1,00 for No. 1 spring in store; 98c for No. 2 in store; $1,02@1,03 for club, $1,04@1,05 for extra delivered. Some parties who were "short," had to pay $1,01 for eight or ten thousand bushels No. 1 in the afternoon, but although sellers were holding pretty firmly at that price, the demand only arose from those whose exegencies compelled them to buy. A couple of cargoes were offered afloat on terms equivalent to that price, but not taken.

Flour was also higher, but not so buoyant as wheat. We note sales of some 550 bbls, at prices ranging from $5,00 to $5,25 for choice to fancy spring extras.

The transactions in coarse grains were confined to a couple of hundred bushels of oats at 22c delivered, and a few hundred bushels of barley at 52@60c for No. 1 to very choice. The receipts of all descriptions of coarse grains continue unusually light, the more important article of wheat absorbing general attention just now.

Freights were heavy, and vessels pressed on the market at Saturday's rates. Four sail vessels and one propeller were chartered at 15c for wheat to Buffalo, and we understand that offers were made to take wheat to Oswego at 22c. The vessels reported engaged were as follows: propeller *Montgomery*, and schooners *Cornelia*, *Moselle*, *Mary Collins* and *Pauline*. The *Montgomery* will carry about 30,000 bushels.

CHICAGO MARKET, SEPTEMBER 8TH.

The following will show the receipts of flour and grain at Chicago, Saturday, and the sources of supply:

	Flour, bbls.	Wheat, bus.	Corn, bus.	Oats, bus.	Barley, bus.	Rye, bus.
By Lake	....	852	....	....	....	....
Canal	109	2760	8408	1845	....	....
G & C U R R	535	41745	322	144	....	....
C & R I R R	953	33750	1750	....	....	....
I C R R	552	29950	4200	1260	....	700
C B & Q R R	143	9315	7500	....	....	....
B: P & F R. R.	562	2700	....	90	....	....
C A & St L	....	....	994	....	....	66
Total	2904	135525	23174	2779	...	765

A circular from one of the leading firms thus reports the market:

Flour firm—sales include 22 bbls Union and 43 do Arcadia at $4,65; 100 do Oak Grove at $4,85; 100 do Morris, 150 bbls Troxell, and 50 bbls Feakins all on p. t.; 112 bbls Orange at $4,90; 80 bbls not named at same; 100 bbls Beloit City and 480 do three brands not named, all at $5. Yesterday, 200 bbls Derwent at $5; and 100 bbls Hudson's XXX at $5,05. No leading favorite Spring Wheat brands reported to-day, they are nominal at $5,10@5,20.

Sales of wheat include 8,000 bus No. 1 Spring at 94; 40,000 bus No. 2 do at 91c; 15,000 bus No. 1 at 93½c; 20,000 bus No. 2 at 90½, 3,000 bus No. 2 at 89c. 10,000 bus do, for first half next week at 90c. 2,500 bus Rejected Spring in store at 82c; 2 cars do at 81½c; 82 do do at 81c; 1 car No. 1 Red at $1,04; 2 do No. 2 at 96½c; 1 do do at 97c; all above in store. By sample 160 bags No. 1 Red Winter at $1,05; 137 bags at $1,04; 4,000 bus No. 1 Canal Spring at 95c afloat; 116 bags Spring on track at 90c, nearly equal to No. 2.

Sales of Corn include 18,000 bus No. 1 in lots at 38; 4,000 bus do at 38½c; a few smaller parcels at same, 2,500 bus No. 2 at 37c, all in store; 4 boat loads No. 2 Canal at 38½c afloat.

Oats 10,000 bus in store at 19½c; 12,000 bus afloat at 20½c; 60 bags on track at 23c, 90 bags at 23c. Barley—4 cars No. 2 in store at 46c; 22 bags do on track at 47c; 71 bags good do at 51c; 79 bags at 55c; 112 do at 56c. Rye—5 cars No. 1 in store at particular place at 50c; several parcels in bags at same. Timothy Seed—No demand, quotations nominal.

Temperature at 3 P. M. 64°. Wind N. E. Stormy.

Grain freights inactive to-day—stormy, and large fleet coming in. Last evening, brig A. Mitchell, to Buffalo, and schooner Lookout, to Port Colborne, wheat 16c. E. S. J. Bemis, wheat to Oswego at 22c.—Propeller Sun do Collingwood, wheat for Oswego, 22c through.

ST. LOUIS MARKET, SEPT. 6TH.

The Missouri *Democrat*, of Saturday, has the following market report:

FLOUR—Large transactions for future delivery, embracing several thousand bbls city flour, were made yesterday, we learn from reliable authority, but the particulars were strictly private. To-day 2,000 bbls city superfine, in two lots, sold at $5,25, [part present and part future delivery. Less than this would not be accepted to-day either for present or future delivery. There was a good demand for bag flour, and city superfine sold at 10c advance. Sales of city superfine; 500 bgs Oleander and Martha Washington, and 500 bags, at $2,60; 80 bags city fancy, Mt Vernon, at $2,80. Of country: 75 bbls superfine, and 100 barrels branded extra at $4,40; 200 bbls superfine at $5; 100 bbls branded double extra at $5,30; 400 bags superfine in lots at $2,35; 47 bags do at $2,40; and 100 and 199 bags branded extra at $2,50.

WHEAT—Market stiff, with sales of 54 sks common spring at 90c; 1,050 sks Spring at 95@98c; 290 sacks spring and 100 do club at $1; 200 sacks choice club at $1,05; 515 sks dirty fall at 89c; 350 sks common at $1@1,03; 520 sks fall, part] musty, at $1,10@1,12½; 2,300 sks good and prime fall at $1,12@1,15; 430 sks prime red at $1,17@1,18; 423 sks choice do at 1,21@1,22; 129 sks white at 1,23@1,26; and 300 sks club, private terms.

CORN—The receipts were very small, and the market was entirely destitute of animation. Sales of 852 sks mixed at 43@44c; 273 sacks yellow mixed at 45c; 347 sks choice white at 51c; and 500 sks choice do at 52c.

OATS—Sales of 225 sks musty at 30c; 1,156 sks new at 31c; 1,051 sks do at 41½c; and 659 sks do in fine order at 32c.

BARLEY—In demand, with a sale of 53 sks spring at 75c, including sks.

RYE—Dull and drooping. Sales of 71 and 100 sks at 65c, and 111 sks at 67c.

PROVISIONS—Nothing reported. Sales in the small order way at steady prices:

WHISKEY—Sales of 199 bbls, in four lots, at 19½c, and 25 bbls at 20c.

RAILROAD RECEIPTS, 10th.

BY MIL. & MISS. R. R.—190 bbls flour, 26,324 bus wheat, 173 do barley, 250 do oats, 1 bbl eggs, 18 hides, 2,540 lbs sundries.

BY MIL., WAT. & B. V. R. R.—124 bbls flour, 8,340 bus wheat, 69 do barley, 2040 lbs sundries, 7 bbls eggs, 804 lbs butter, 108 hides.

BY LA C. & MIL. R. R.—613 bbls flour, 27,626 bus wheat, 232 bus barley, 3 bbls eggs, 43 hides, 38,963 lbs sundries.

BY MIL. & CHICAGO R. R.—8,927 bus wheat, 97 do oats, 100 bbls apples, 100 bbls highwines, 22 do grease, 35 do sugar, 25 do alcohol, 8 do pork, 2 separators, 46,980 lbs sundries.

NEW YORK MARKET.
[*By Telegraph.*]

NEW YORK, Sept. 10—7 P. M.

FLOUR—5c better, with good export and home trade demand and fair speculative inquiry. Sales 19,500 bbls at 5,75@5,85 for superfine state; 6,05@6,15 for ex state; 5,75@5,85 for superfine western; 6@6,25 for common to medium extra western; 6,30@6,85 for shipping brands extra round hoop Ohio; market closed firm, with holders disposed to insist upon very full prices. Canadian flour may be quoted a shade firmer. Sales of 800 bbls at 5 75@5,85 for super; and 6,15@7,50 for common to choice extra. Rye flour in moderate request at 3,50@4,40 for common to choice super.

WHEAT—1@3 cents better, with brisk export demand. Sales aggregate over 225,000 bus, and include 2,000 bus amber Ohio, 1,200 bus Iowa at 1,22; 18,000 unsound winter red at 1,33@1,37; 4,000 sound do at 1,38; 16,000 bus amber winter Ill at 1,40@1,42½; 2,900 bus white Mich at 1,45@1,62; 1,300 bus white Canadian at 50c; 1,000 bus white Genesee at 1,60, and n,000 bus Chicago spring at 1,22@1,30 for inferior to good; 1,500 bus white Ky at 1,57@1,60; 32,000 bus white Ind at 1,40@1,49, and 35,000 bus Mil club at 1,32@1,32½.

Rye—Scarce and firm; sales 23,000 bus at 77@80c.

BARLEY—Scarce and wanted, 85c refused for prime parcels. Sales 2,700 bus State at 80c.

CORN—A shade firmer. Sales—76,000 bus at 68@72 for mixed western afloat and in store; 70c for do to arrive in 10 or 15 days, and 74c for yellow western.

OATS—Rule firm, with fair demand for western, State and Canadian.

HIDES—Steady at 22½@23c for Buenos Ayres; 22c for Rio Grande; 7½@8 for western slaughtered.

PORK—Dull and prices without striking change.—Sales 525 bbls at 19,25@19,50 for new mess; 19,25 old do; 14@14,87 for new prime; 13,25 for old prime.

Sailing Days of Steamers.

FROM EUROPE.

Steamer	Leaves	For	Days.
City of Washing'n	Liverpool	New York	Aug 29
Illinois	Southampton	New York	Aug 30
Bohemian	Liverpool	Quebec	Aug 30

FROM THE UNITED STATES.

Africa	New York	Liverpool	Sept 12
North Briton	Quebec	Liverpool	Sept 15
Fulton	New York	Havre	Sept 15
Vigo	New York	Liverpool	Sept 15
Bavaria	New York	Hamburg	Sept 15
Canada	Boston	Liverpool	Sept 19
Illinois	New York	Havre	Sept 22
City of Washington	New York	Liverpool	Sept 22
Bohemian	Quebec	Liverpool	Sept 22
Asia	New York	Liverpool	Sept 26
Bremen	New York	Bremen	Sept 29
Canadian	Quebec	Liverpool	Sept 29

MARINE.

Port of Milwaukee. September 9 & 10, 1860.

ARRIVED.

Steamship Detroit, McBride, Grand Haven, (freight not reported)
Steamship Milwaukee, Richards, Grand Haven, 37 pass, 85 tons mdz, 8 hhds and 21 bbls sugar, 25 bbls tobacco, 47 rolls leather, 14 bbls fish, 124 bbls apples, 115 bxs peaches, 52 cases boots and shoes, 8 cases hats, 10 bbls flour, 45 pkgs sundries.
Steamer Huron, Pabst, Two Rivers
Propeller Pittsburgh, Beckwith, Buffalo, 10 pkgs liquor, 14 hhds sugar, 49 chests tea, 17 sacks coffee, 10 rolls leather, 32 pkgs sundries, 20 slabs marble, 20 crates crockery, 20 cases paper, 90 pkgs bats, 32 pkgs sundries.
Propeller Sun, Impson, Collingwood, 100 bbls sugar, 14 pkgs sundries
Propeller Globe, Pratt, Buffalo, 23 pkgs mdz, 3½ tons stoves, 25 tons stoves, 1 wagon, 30 pkgs sundries, 7 tons wagon skeins
Propeller Wenona, Conkey, Buffalo
Propeller Kenosha, Lacy, Collingwood
Propeller Ogontz, Dougall, Green Bay, 70 bbls flour
Schooner Buena Vista, Leigh, Oconto, 110,000 ft lumber
Schooner Theodore Perry, Buck, Oswego, 1,555 barrels salt
Schooner Return, Church, Cleveland, 400 tons coal
Schooner Comet, Eastwick, Presque Isle, 400 tons coal
Schooner Free Democrat, Thompson, Green Bay, 30,000 ft lumber, 30,000 ft lath
Schooner Teresa, Wayne, Pt Colborne
Schooner Free Mason, Bouton, Green Bay, 22 bbls fish
Schooner Imperial, Brant, Buffalo
Schooner D. O. Dickinson, Driscoll, Pt Colborne

CLEARED.

Steamship Detroit, McBride, Grand Haven, (freight not reported)
Steamship Milwaukee, Richards, Grand Haven, 1,013 bbls flour—7th—1,490 bbls flour, pass, mails
Steamer Huron, Pabst, Two Rivers, 42 bbls whiskey
Propeller Pittsburgh, Beckwith, Chicago
Propeller Wabash Valley, Douglas, Port Sarnia, 14,000 bus wheat, 1,074 bbls flour
Propeller Wenona, Conkey, Chicago
Propeller Globe, Pratt, Chicago
Propeller Kenosha, Lacy, Chicago
Schooner Experiment, Brown, St. Joseph
Schooner Republic, Lewis, Buffalo, 12,000 bus wheat
Schooner Josephine Lawrence, Olson, Muskegon, 5 bbl flour
Schooner D. R. Martin, Hackett, Buffalo, 20,700 bush wheat
Schooner W. J. Whaling, Kynaston, Buffalo
Propeller Sun, Impson, Collingwood, 562 bbls flour
Propeller Ogontz, Dougall, Chicago
Propeller Michigan, Lewis, Ogdensburgh, 10,000 bus wheat, 400 bbls flour
Propeller Forest Queen, Clarkson, Buffalo, 16,000 bus wheat
Brig David Ferguson, Adlam, Buffalo, 18,000 bus wheat
Schooner Buena Vista, Leigh, Manistee
Schooner W. W. Brigham, Caswell, Oconto
Schooner Triumph, Smith, Manistee
Schooner Hornet, Evers, Two Creeks
Schooner Farmer, Thompson, Two Creeks
Schooner Franklin, Long, Sheboygan
Schooner Wayne, Hanson, Free Soil
Schooner Souvenir, Christiansen, Manistee
Schooner Three Bells, Clark, Holland
Schooner Three Bells, Waffle, Buffalo, 12,000 bushels wheat
Schooner Augustus Handy, Brown, Buffalo, 16,000 bus wheat
Schooner Wings of the Morning, Stratton, Buffalo, 13,-bus wheat
Brig Arctic, Carpenter, Oswego, 10,000 bus wheat
Schooner Rival, Holling, Kingston, 18,000 bus wheat

SATURDAY.

Steamship Detroit, McBride, Grand Haven, 24 pass, 585 bus wheat, 430 bbls flour, 54 bales wool, 20 bbls eggs—7th—26 pass, 234 bus wheat, 652 bbls flour, 27 rolls leather, 41 bales rags
Steamship Milwaukee, Richards, Grand Haven (freight not reported)
Propeller Dacotah, Cross, Buffalo, 177 bbls flour, 156 bus seed
Propeller Ontonagon, Wilkins, 100 bbls flour
Propeller Young America, Chapman, Ogdensburgh, 150 bbls flour, 11,425 bus wheat
Propeller Plymouth, Dickson, Chicago
Propeller Michigan, Lewis, Chicago,
Propeller Prairie State, Williams, Chicago
Propeller Iowa, Jones, Buffalo, 22,900 bus wheat, 50 bbls flour, 1 lot furniture
Propeller Chicago, Collins, Chicago
Propeller Free State, Rounds, Buffalo, 62 bbls flour
Propeller Potomac, Gebhard, Buffalo, 23,259 bus wheat 450 bbls flour, 50 fkns butter, 5 tons furniture, 2 tons rags

Liquors and Segars.

L. LYON'S

Pure Ohio Catawba Brandy!

THE UNDERSIGNED HAS BEEN DULY appointed the only and sole agent for this truly

PURE MEDICINAL BRANDY

For the City of Milwaukee. This Brandy has been thoroughly analyzed by the N. Y. State Assayer, Dr. A. A. Hayes, Chemist, and Prof. Upman Sheppard, Charlestown, S. C.; Prof. T. R. Chilton, New York; Prof. Pratt, of Savannah; Prof. Lamont, J. R. Nichols, of Boston; and Dr. Cox, of Cincinnati; and pronounced by them to be strictly pure, and an excellent stimulant in all cases where pure Brandies are indicated.

The manufacturer of this fine Brandy guarantees (*or will refund the money*) that it will cure

CHOLERA INFANTUM,
SUMMER COMPLAINT WITH CHILDREN,
DIARRHOEA,
BOWEL COMPLAINT,
DYSPEPSIA,
FLATULENCY,
CRAMP,
COLIC,
LANGUOR,
LOW SPIRITS,
GENERAL DEBILITY AND NERVOUSNESS.

Physicians are now prescribing it in the place of Paregoric—not having the *deadening* effect of that medicine upon the brain.

The physicians in each city, town or village in the State are solicited to apply to the undersigned, who will give them a bottle free of charge, to try before prescribing.

Dose for an infant six weeks old, one teaspoonful, diluted in two tablespoonsful of cold water, and given by the teaspoonful every five minutes until relief is affected.

Adults and children in proportion.

The want of pure Medical Brandy has long been felt in this country.

The properties contained in this Brandy are more stringent than French Brandies. This the manufacturers claim are the merits, and challenge the world to disprove these facts.

ISAAC JACOBS is the only appropriating agent for the United States and Canadas, 90 and 143 Third Street, Cincinnati.

HENRY FEES,
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Badger State Tobacco Works,

NO. 55 EAST WATER ST.,

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F. F. ADAMS & CO., SUCCESSORS TO Cyrus Adams & Co., manufacturers and wholesale dealers in all kinds of CUT AND PLUG TOBACCO, CIGARS, &c. We are now manufacturing a choice article of

Chewing and Smoking Tobacco,

which we are offering at prices that defy competition. Also, on hand a large stock of Imported and Domestic Cigars, (of all the favorite brands,) Plug Tobacco, Snuff, Pipes, &c., &c., at prices to suit the times.
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my11j67d1y H. F. AYERS.

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—OF—

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AND

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CELEBRATED XXX CREAM ALE

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BROWN STOUT AND PORTER.

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Casks in city charged unless returned in a reasonable time. HENRY BENTLEY, Agent.
Basement Albany Buildings, Michigan st., mar29j42d1y opposite Newhall House.

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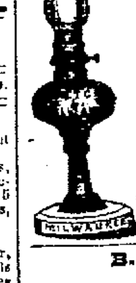

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At as Low prices as can be obtained in Eastern markets.

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MILWAUKEE,.................WISCONSIN.
ap11j544dtf

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Any communications to the undersigned will be promptly attended to. C. M. HERSEY,
aug30k44d5m Herseyville, Monroe Co., Wis.

Horses and Carriages for Sale.

HORSES, BUGGIES, EXPRESS WAGONS, Harnesses, &c., for sale cheap.
E. OLMSTED,
Boarding and Sale Stable, rear of American House

To-Day's Advertisements.

HANDSOME WOMEN

TO THE LADIES.

HUNT'S "BLOOM OF ROSES," A rich and delicate color for the cheeks and lips, WILL NOT WASH OR RUB OFF, and when once applied remains durable for years, mailed free in bottles for $1,00.

HUNT'S "COURT TOILET POWDER," imparts a dazzling whiteness to the complexion, and is unlike anything else used for this purpose, mailed free for 50 cents.

HUNT'S "IMPERIAL POMADE," for the hair, strengthens and improves its growth, keeps it from falling off, and warranted TO MAKE THE HAIR CURL, mailed free for $1,00.

HUNT'S "PEARL BEAUTIFIER," for the teeth and gums, cleanses and whitens the teeth, hardens the gums, purifies the breath effectually, PRESERVES THE TEETH AND PREVENTS TOOTHACHE, mailed free for $1,00.

HUNT'S "BRITISH BALM," removes tan, freckles, sunburn and all eruptions of the skin, mailed free for $1,00.

HUNT'S "BRIDAL WREATH PERFUME," a double extract of orange blossoms and cologne, mailed free for $1,00.

This exquisite perfume was first used by the PRINCESS ROYAL OF ENGLAND, on her marriage. MESSRS. HUNT & CO. presented the PRINCESS with an elegant case of Perfumery, (in which all the above articles were included,) in handsome cut glass with gold stoppers, valued at $1500, particulars of which appeared in public prints. All the above articles sent FREE by express for $5,00. Cash can either accompany the order or be paid to the express agent on delivery of goods.

HUNT & CO., Perfumers to the Queen,
REGENT STREET, LONDON, & 707 SANSOM ST.,
The Trade supplied. PHILADELPHIA.

G. C. COOK & CO.,

(Successors to Satterlee, Cook & Co.)

Wholesale Grocers

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WOODEN WARE,

DRIED FRUITS AND FISH,

16 AND 18 STATE STREET
mar21j162d1y CHICAGO.

MAIDS, WIVES & BACHELORS,

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THREE CENTS—WEEKLY—FIFTY COLUMNS!

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Leaders on the Topics of the day.	

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New Broom Handle Manufactory

—AT—

VERNON, WAUKESHA CO, WIS.

THE SUBSCRIBER WOULD RESPECTFULLY announce that he has just completed and put in operation, an establishment for the manufacture of

Shaker Broom Handles.

He employs one of the most approved SHAKER LATHES, and is furnishing orders to the trade at very low prices to any amount they may require, at short notice. E. W. KELLOGG.
sep 10d3w2t

SMALL FARM FOR SALE.

TEN ACRES ON THE SPRING STREET road not far from the city, with a comfortable house on it, good well, &c., well calculated for a garden spot, will be sold low by
OGDEN & CLARKE.

CITY AUCTION ROOM.

SALE OF SUPERFINE FURNITURE.—On Wednesday morning, 10 o'clock Sept. 12th, I will sell all the furniture in the dwelling house of Mr. C. E. Danforth, on Cass street, Seventh Ward. The furniture is very superior, consisting of all the various articles that are wanted in any family. Catalogues containing a full description of the furniture are now ready for delivery at my auction room, corner of Main and Wisconsin streets. Ladies are requested to attend the sale.
sep11 CALEB WALL, Auctioneer

THE GRAND HORSE SHOW

OF THE

Wisconsin Agricultural & Mechanical Association

WILL BE HELD

AT MILWAUKEE,

ON

Tuesday, Wednesday, Thursday and Friday, Oct. 2d, 3d, 4th & 5th.

ON APPLICATION TO THE SECRETARY a premium list will be furnished—the premiums offered being over $3,000.

Arrangements are made with the Railroad Companies leading to Milwaukee, to carry passengers at half price; and stock will be carried either free or at half the usual charges over most of the Roads.

A FOUR MILE RACE

Between the Celebrated Horses FLEA and KITTY MILES, for a purse of $2,000, will come off during the Fair.

The Fair Grounds contain sixty acres—only two miles from the heart of the city. They are already adorned with trees, and have a fine diversity of surface, and are every way well suited for the purposes for which they are now to be used.

The track (one mile) and show ring are evenly graded, and of the most approved form.

The officers of the Association are: Dr. E. B. Wolcott, President; I. A. Lapham, Secretary; Harrison Ludington, Treasurer; Joel Hood, Grand Marshal; H. Ludington, S. B. Davis, J. L. Burnham, T. C. Dousman, F. D. McCarty, and the President—Committee of Arrangements.

Every effort will be made to render this the BEST SHOW OF HORSES of the season.
sep3d30dtoct1

FLOORING.

125,000 FEET 1 INCH COMMON 2d and Clear.

100,000 FEET 1 1-4 INCH COMMON 2d and Clear—all dressed and dry. Some one and two years old, which we will sell at one dollar per M. less than the current prices down town.
Yard at Chestnut Street Bridge, First Ward.
sep7k76d1m PIERCE, LUSCOMBE & CO.

FOUNDRY TO LET.

THE PROPERTY KNOWN AS THE "GLOBE IRON WORKS," situated on Walker's Point, Fifth Ward, Milwaukee. This property is well situated, having a steam engine attached to the building, a good blacksmith shop, &c., &c. The whole, or part, will be let on favorable terms. Apply to JOHN NAZRO & CO.
sep30k83d1m

NEMESIS.

MARION HARLAND'S LAST BOOK. A new supply just received by
sep9 STRICKLAND & CO.

RUTLEDGE.

THE MOST POPULAR BOOK OF THE season. A new supply just received by
sep9 STRICKLAND & CO.

Prof. Ingraham's New Book.

"THE SOUTHERNER AT HOME."

JUST RECEIVED BY
STRICKLAND & CO.

DOUGLAS AND LINCOLN MEDALS.

A LARGE SUPPLY JUST RECEIVED by STRICKLAND & CO.

VANDERCOOK & NORTON,

GENERAL

Produce & Commission Merchants,

NO. 346 THIRD STREET,

(Two doors north of LaCrosse Pass. Depot.)

Milwaukee, - - Wisconsin.

Consignments solicited. Liberal advances made. sep7k72d3m

OGDEN & CLARKE,

Real Estate & Insurance Agents.

Office in Michigan st., under the Newhall House.

WE ARE PREPARED TO TAKE Risks and issue policies in the following named Eastern Insurance Companies, all well known in the community, and we ask for them a share of the public patronage:

SPRINGFIELD FIRE AND MARINE INS. CO.,
Cash Capital and Surplus..................$437,000

MASSASOIT INSURANCE COMPANY,
Springfield, Mass.
Cash Capital and Surplus..................$235,000

CONNECTICUT FIRE INSURANCE COMPANY,
Hartford, Conn.
Cash Capital and Surplus..................$219,000

MERCHANTS' INSURANCE COMPANY,
Of Hartford, Conn.
Cash Capital and Surplus..................$44,000

Policies issued without delay, and at as Low Rates as in other first class Companies.
E. M. OGDEN Agent. OGDEN & CLARKE.

PROSPECT STREET PROPERTY.

WE HAVE FOR SALE SOME OF THE finest situations for residences on Prospect street, on the line of the Horse Railroad, both by the acre and in city lots. Prices to suit the times.
OGDEN & CLARKE,
sep6 Real Estate Agents.

FIRST WARD PROPERTY.

QUARTER BLOCKS NO. 65, 66 AND 67, on Cass and Marshall streets, First Ward. This is desirable property, only one block from the Horse Cars. For sale at a bargain, by
OGDEN & CLARKE,
sep5 Real Estate Agents

NOTICE.

PARTIES EITHER WISHING TO lend or borrow money on a term of years, on first class real estate security, will please leave a memorandum with us. OGDEN & CLARKE,
sep6 Under the Newhall House

FARMS WANTED.

WE HAVE SEVERAL HOUSES AND lots in the city to exchange for farms or country property. Those having farms to dispose of can make desirable trades by calling on
OGDEN & CLARKE,
sep6 Under the Newhall House.

SEVENTH WARD.

SOME FIRST-CLASS DWELLING houses, in this Ward, for sale low.
sep6h86-d1y OGDEN & CLARKE.

BASKETS, BASKETS, BASKETS.

A FULL ASSORTMENT OF TRAVELING, School, and Reticule Baskets, also, Clothes and Market Baskets, for sale at
my4 BLAIR & PERSONS.

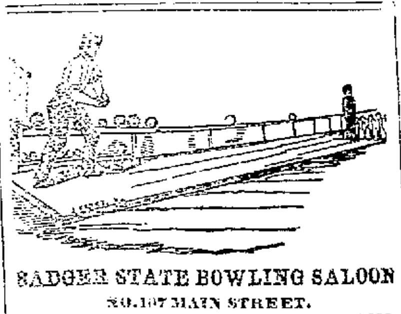
Second and Clear Lumber.

200,000 FEET SOFT OCONTO 2d and Clear Lumber, two and three years old. The Lumber, we know, is right, and the price we will make right. When you are told the yards all have one price, we will convince you it is false, if you will give us a chance.
Yard at Chestnut Street Bridge, First Ward.
sep6k77d1m PIERCE, LUSCOMBE & CO

COW BELLS.

100 DOZEN ASSORTED COW BELLS for sale cheap, by JOHN NAZRO & CO.

Amusements.



BADGER STATE BOWLING SALOON

NO. 107 MAIN STREET.

PINS AND BALLS FOR SALE, AND sent to any part of the country.
mar23h58tf P. LAURENCE.

ALBANY RESTAURANT

AND BILLIARD ROOM

Albany Block, corner Main and Michigan Sts

ALBANY HALL TO LET.

Inquire of H. B. DICKINSON,
oct23h544d1y Agent.

Wants.

WANTED.

TWO FEMALE TEACHERS, IN THE German and English Academy, for teaching the English language. Apply to Mr. P. ENGLEMANN. An examination will be held on Tuesday, the 11th inst., at 9 o'clock A. M. JOHN THOMPSON,
sep5h33d1w Secretary.

CITY LAND OFFICE.

WANTED TO EXCHANGE, A SMALL Farm of 20 acres, one mile from city limits, in a pleasant neighborhood, for a house and lot in the First or Seventh Ward. The improvements on said Farm are as follows: a small frame house two stories high, new; a good new barn; a good well of water; 12½ acres all in cultivation; the balance, 4½ acres, good heavy timber. The road to said Farm is always in good order, and is a lovely drive. Any one, who has any taste, can make a beautiful place of this, and live independent. Being so near the city it will make a splendid place for a garden. A fair exchange will be made. It is free from all incumbrance and such must be the property that is offered in exchange. CALEB WALL.

CITY LAND OFFICE.

WANTED, CITY & COUNTY ORDERS Will give highest price.
jy27 CALEB WALL

CITY LAND OFFICE.

WANT TO PURCHASE, FROM ONE to two thousand short time notes; also, City and County orders; also City Mortgages. Apply to CALEB WALL, Agent

Daguerrean Artists.

BAYLEY & PATTERSON

DESIRE TO CALL THE ATTENTION of the public to their new Photograph, Ambrotype, Daguerreotype, Steelotype, Melanotype, and every-other-type Gallery, No. 217½ East Water St., a few doors north of Juneau Bank, at the Gallery formerly occupied by Mr. E. W. Fowler.

With our facilities for producing superior pictures and our desire to please, we hope to merit the patronage of all. Visits will always be acceptable, whether persons wish pictures or not. B. & P.

I thank the public for past favors and recommend my successors as gentlemen who will do all in their power to please.
mar27j144d1y1stop E. W. FOWLER

W. H. SHERMAN,

PHOTOGRAPHIC ARTIST.

231 MAIN ST., ONE DOOR NORTH of the Newhall House. Those wishing superior pictures are invited to call. Having been engaged in the art nearly ever since its introduction into this country, Mr. S. professes to be able to execute the various styles of Photographic pictures in a higher degree of artistic excellence than those dull, flat, insipid, and worthless affairs so common at present.

A complete assortment of Cases and Frames of every description on hand mar28j186d1yr

Watches and Jewelry.

A. B. VAN COTT.

BEST RAILROAD TIME-KEEPERS

OF THE BEST ENGLISH, SWISS AND American manufacture, in Gold and Silver cases. Great variety of all kinds of Silver and Plated Ware, and new rich Jewelry of every style and description.

Watch Materials, &c.

Corner of East Water and Wisconsin street, Milwaukee, Wisconsin. jy29.

Twenty Dollars a Day!!

IS CONFIDENTLY EXPECTED TO BE realized by persons going to Pike's Peak; but please *remember*, that we are the *only* parties in the *State* who keep the *True Time by Transit Observation*. We are selling the *Finest Watches* in the *World*; that don't vary *thirty seconds a month*; *Beautiful Jewelry*; *Fine Solid Silver and Silver Plated Table Ware*, received every week. Some *splendid pictures* just received, which we are selling at a *low figure*. Particular attention paid to *Watch and Jewelry Repairing; and Engraving* by the best workmen.
je2 MATSON & LOOMIS

The Great Secret at Last Discovered

JUNIUS JUDSON,

PATENTEE AND MANUFACTURER OF

JUDSON'S PATENT

GOVERNOR VALVES,

FOR REGULATING THE

MOTION OF STEAM ENGINES,

WARRANTED THE MOST PERFECT Governor of Steam Power in the world, and like all really great inventions, the most simple. Manufactured by Judson & Snow, at Rochester, N. Y., Selye Buildings, near R. R. Depot.

Shop Rights for sale.

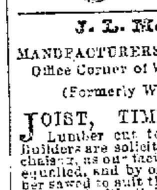
CAUTION TO INFRINGERS.

Patent issued in the United States, Nov. 5th, 1849. Reissued, Jan. 4th, 1851. Second Patent, March 4th, 1851. Patented also in Great Britain and the Canadas, June 6th 1851.

This improvement consists in making regulating valves to open with a rapidly increasing ratio of opening, by increasing the width of the opening made in the valve—or by accelerating the opening motion of the ordinary valves in use—or by combining increased width of opening, with accelerated valve motion. My patent Valve and Governors are so arranged as to give the resistance to the piston's motion, (or retard of the engine,) the power to open the valve just the exact amount of aperture necessary to counteract that resistance; and from the aperture, by the addition of equal amounts of resistance, notwithstanding that the action of the governor is continually decreasing in its effects.

I therefore reverse the action of valves combined with governors as heretofore used. And as this effect can be produced by many different mechanical devices, (apparently not similar, but really identical with my improvement,) by which infringers have imposed upon the public, I therefore caution and request all persons interested, to examine carefully all alleged improvements in valves or governors, to see if the application of this truth or principle, first discovered and applied by me, is not involved in their arrangements;—and thereby prevent a fraud upon the purchaser and inventor, both of which are at present much annoyed by their piratical depredations. H. H. BRIGHTMAN, Agent, Milwaukee.
oct12j344dtf

HOWE'S STANDARD SCALES.



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Tin Plate Warehouse,

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MANUFACTURERS AND DEALERS IN LUMBER.
Office Corner of West Water and Fowler streets,
(Formerly W. B. & J. Hibbard's yard).

JOIST, TIMBER AND DIMENSION Lumber cut to order. Country Dealers and Builders are solicited to give us a call before purchasing, as our facilities for cutting lumber are unequalled, and by ordering of us they can have lumber sawed to suit their orders. Railroad Companies furnished with Railroad ties and Bridge timber at low figures. J. L. McVICKAR & CO
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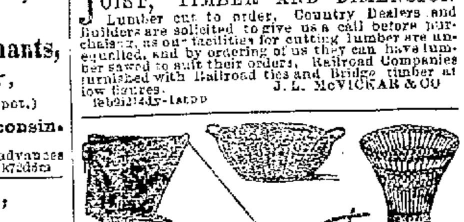

LIMBERT & WEISKOPF,

MANUFACTURERS OF

WILLOW WARE!

CONSISTING OF CLOTHES & MARKET Baskets, Chairs, Cradles, Wagons, Sleighs, Hampers, Grain sowing Baskets, and

CHILDREN'S CARRIAGES,

Of various styles, wholesale and retail,

35 Market Square, Milwaukee, Wis.

Repairing, Staining and Varnishing done neatly. Warehouse Hoisting Baskets made to order.
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ADDITIONS

—TO THE—

Young Men's Association Library.

THE FOLLOWING BOOKS HAVE JUST been added to the Library: El Fureidis, by the author of "The Lamplighter," &c.; Fay and Neal, by the authors of "The Wide, Wide World," and "Dollars and Cents;" Mt. Vernon Papers, by Edward Everett; The Throne of David, by the author of "The Pillar of Fire;" Oliphant's Narrative of the Earl of Elgin's Mission to China and Japan; Life of Abraham Lincoln, by D. W. Bartlett; Life of Stephen A. Douglas, by J. W. Sheahan; History of France, by Parke Godwin; Arnold's History of R. I., Vol. II.; Bancroft's U. S., Vol. VIII; The American Journal of Education, edited by Henry Barnard, LL. D.; Letters on Agriculture, by Baron Von Liebig; Benton's Debates in Congress, Abridged, Vol. XIV.

Initiation fee $1. July to October, 50 cts.
Rooms next north of the Newhall, 2d floor. jy25

The Twin Sisters—An Operetta.

ADAPTED TO THE USE OF FEMALE Colleges, Exhibitions, &c., by Herman S. Saroni. A new and beautiful musical work for public or private performance.

DRAMATIS PERSONÆ.—MAB STANLEY, (*May-Queen elect.*) FLORENCE STANLEY. *Twin Sisters.*—CORINNA; ANNA; MARY. *Schoolmates.*—PRECIOSA, a Gipsy Girl, afterwards FLORENCE. *Maids of Honor, Chorus of School Girls, Chorus of Gipsies.*

Price 40 cents. Published by OLIVER DITSON & CO., Boston. sep3

Great Saving in Gas!

FROM

30 to 35 Per cent Economy Warranted TO CONSUMERS.

MR. PETER FONTAIN, OWNER OF the Patent in all United States of America for

GAS REGULATOR AND PURIFYER,

having sold that patent for the State of Wisconsin and transferred all his rights upon that State to Mr. LOUIS NICOUD, inhabitant of Milwaukee, all persons desirous of having that Regulator can do so by addressing NICOUD & CO., No. 368 Neukirch House. They will have all warrants they may desire. L. NICOUD & CO.
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LARD OIL.

FIFTY BARRELS EXTRA LARD OIL, and 25 bbls. No. 1, of my own manufacture, in store and for sale. B. F. COMSTOCK.
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House-Furnishing Goods.

Hardware and Household

FURNISHING GOODS

Goodrich & Johnson,

216 EAST WATER STREET,

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WHOLESALE & RETAIL

DEALERS IN THE

Largest and Best Selected Stock

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GOODS!

Ever Offered in the West!

BELOW MAY BE FOUND ENUMERATED a few of the numerous articles in our line of business, to which we invite the attention of the public, and which we have offered at such prices as cannot fail to please:

Tinner's Stock.

Tin Plate, Sheet Iron, Copper,
Wire, Kettle Ears, Copper Bottoms,
Russia Iron, Imitation Russia,
Zinc, Block Tin, Pig and Bar Lead.

Wooden Ware.

Wood and Zinc Wash Boards,
Wooden Bowls, in nests of 5 to 3,
Oval and Oblong Chopping-Trays,
Oak Dry Measures, 5 in nest,
Smith's Patent Spring Clothes Pins,
Turned Head and Plain Pins.
Revolving and Plain Rolling Pins.
Pick and Axe Handles,
Butter Trays, Ladles and Spoons,
Hand and Grain Scoops,
Faucets for Kegs, Barrels or Hogshead,
Towel Rollers and Towel Stands,
Potatoe Mashers and Steak Mauls,
Rosewood and Maple Muddlers,
Lemon Squeezers, assorted kinds,
Iron and Wood Mop Handles,
Cotton and Wool Mops, complete,
Clothes Lines and Bed Cords,
Cotton and Hemp Twine, all sizes,
Cotton Lamp or Candle Wick,
Manilla and Jute Cordage, all sizes in coil,
Cotton Lines, Patent and Plain, from 20 to 100 ft,
Fish and Chalk Lines,
Sash Cord, in coil or dozens,
Cocoa Nut Dippers, Plain and Rimmed,
Clothes Pounders and Line Reels,
Wire Sieves and Foundry Riddles,
Smoked Meat, Cabbage and Cucumber Slicers,
Wood Saws and Saw Horses,
Wood saw Frames and Stretchers,
Knife Boards and Bath Brick.

Brushes.

Paint Brushes, Iron, Twine and Wire tied,
Sash Tools and Varnish Brushes,
Toy, Hearth and Hand Dusters,
Furniture and Stove Brushes,
Block Floor Scrubs, 5, 7 and 8 Rows,
Shoe Brushes, from 75c to $9 per doz,
Tooth and Nail Brushes, 50c to $6,
Table or Crumb Brushes, Fancy and Plain,
Lather or Shaving Brushes, all kinds,
Lamp, Chimney and Bottle Brushes.

Hardware, Cutlery, &c.

Fine Pearl and Ivory Handle Table and Dessert Knives, for Silver or Silver Plated Forks.
Ivory and Pearl Handle Knives and Forks in sets of 51 and 53 pieces, single sets or dozens,
Pearl and Ivory Handled Carvers, Forks and Steels,
Buffalo, Ebony and Self Tip Knives and Forks,
White Bone, Cocoa & Buck Horn Handle Forks,
Carvers, Forks and Steels to match,
Children's Knives and Forks, various styles,
Kitchen, Cooks' and Table Forks, separate,
Apple Paring and Shoe Knives,
Ebony Handle Cook and Butcher Knives, 4½ to 12 inches,
Cocoa Handle Butcher Knives, extra quality,
Mincing Knives, from $2 to $6,50 per doz,
Butchers' and Mincing Cleavers,
Oyster and Ham Saw-Knives,
Knife Sharpeners and Knife Cleaners.

Pocket Cutlery.

Fine Pearl and Shell Handle Knives, 1 to 6 blades
Fine Ivory and Buffalo Horn Handle Knives, 1 to 6 Blades,
Buck Horn and White Bone Handle Knives, 1 to 6 Blades,
Ladies' Pen and Fruit Knives,
Budding and Pruning Knives,
Sportsmen and Teamster's Knives,
Bowie and Dirk Knives.

Scissors, Shears and Razors.

American Scissors, from the best makers, all sizes,
English Scissors, varying in size from 3 to 8 inch's
Button Hole and Lace Scissors,
Nail and Pocket do
Lamp Trimmers, with Guards,
Patent Button Hole Cutters,
Fine Razors, from some of the best makers, varying in price from $1,50 to $12 per doz.

Hardware.

Polished and Plain Fire Sets,
Fire Set Standards, various styles,
Brass Head Shovels, Tongs and Pokers,
Kitchen Shovels and Tongs, strong,
Bent and Straight Coal Pokers,
Shovel and Tongs Holders or Jamb Hooks,
Plain Iron Coal Hods, 14 to 18 inches,
Hand Coal Shovels, Iron and Wood Handles,
Coal Scoops and Coal Shovels,
Blower Stands for Hot Blowers,
Smoothing or Sad Irons, all sizes,
Polished Laundry Irons, all sizes,
Tea Bells, an elegant assortment,
Patent Pressure Call Bells, Gilt,
English and German Skates, all sizes,
Skate Straps and Boys' Iron Sleds,
Brass Chamber Candlesticks, 1 to 6 inches,
Strong Kitchen Iron Candlesticks, all kinds,
Polished Steel and Iron Snuffers,
Spring Balances, with Hooks and Scoops,
Skewers in Sets, Round, Oval and Square,
Pad Locks, all sizes and qualities,
Bright and Tinned Iron Halter Chains,
Dog Chains, Dog Collars and Locks,
Molasses Gates, Bush's and other makers,
Patent Lever Cork Screws, finely finished,
Polished Steel do in great variety,
Pocket and Vial do do do
Polished Steel Nut Crackers,
Picture Nails, with Screw Heads,
Brass Kettles, extra quality, all sizes,
Screw Drivers, from 5 to 10 inches,
Horse Cards and Wool Cards,
Slates, a new article,
Hand and Pannel Saws,
Tennent and Pruning Saws,
Wood Cutters' and Hand Saw,
Wood Choppers' Axes, of all the celebrated makers, in dozen Boxes, with and without Handles,
Common Axes, for Family use,
Boys' Small Axes with Handles,
Carpenter's Steel Face and Claw Hammers,
Common Nail and Shoe Hammers,
Carpet Tack with Claw Hammers,
Carpet Stretchers, with long Handles,
Leathered Carpet Tack, 6, 8, 10 ounce,
Shingling and Lathing Hatchets,
Shovels and Spades,
Iron and Polished Steel Grain Scoops,
Shovels and Spades, for Boys' use,
Box Wood Rules, 2 and 4 fold,
Tape Lines and Measuring Tapes,
Carpenters' Pencils, Red and Black Lead,
Coffee Mills, of the best qualities,
Iron Cylinder Sausage or Meat Mincing Cutters of several sizes, capable of cutting from 75 to 150 lbs per hour. Decidedly superior to anything of the kind heretofore introduced.
Sausage Stuffers, a superior article,
Enameled and Tinned Muslin or Preserving Kettles,
Silver Plated Goods in great variety,
Cast and Sheet Iron Goods, Brittania Ware, Polished Tin or Bright Ware in endless quantities.

Japanned Ware.

Convex and Plain Tea Trays, in sets, doz or single, 12 to 13 inches,
Waiters, various patterns 10 to 16 inches,
Toilet Sets, elegantly ornamented, various patterns,
Coal Vases, for Parlors, elegantly ornamented
Coal Hods and Coal Shovels, do do
Nurse Lamps, Perforated and Plain,
Plunge Baths, 3 to 7 feet long,
Children's do, 2 to 5 feet long,
Sponge or Hat Baths,
Hip or Sitz Baths,
Swing and Hand Shower do,
Foot and Leg Baths,
Oval and Round Foot Tubs,
Bar Tubs and Tumbler Drainers,
Cake Boxes, Round and Square,
Deed, Cash and Paper Boxes,
Spice Safes, with 6 Boxes,
Round Spice Boxes, with Graters,
Knife and Spoon Trays,
Japanned Dish and Cup Baskets,
Molasses Cans and Syrup Cups,
Tea Chests or Grocery Canisters,
Tea and Coffee Canisters, Square and Round,
Square Trunks for Knives, Forks and Spoons,
Japanned Trunks, in nests,
Sugar Bowls and Grain Samplers,
Sandwich or Lunch Boxes,
Chamber Buckets or Slop Pails,
Water Pails, with and without Covers,
Watering Pots and Store Sprinklers,
Police, Signal and Pocket Lanterns,
Square Guard Lantern, with Locket and Lamp,
Sangster's Patent Spring Lanterns,
Cone and Egg Shape Guarded do,
Round and Square Match Safes,
Knife Washers, Japanned and plain,
Nutmeg Graters, various kinds,
Dredging or Flour and Pepper Boxes,
Tumblers and Fancy Toy Cups,
Powder Canisters and Flasks,
Dust Pans, with and without Covers,
Cigar Trays, Stands and Lighters,
Snuffer Trays and Candle Snuffers,
Japanned Spittoons and Spit Cups,
Cheese Boxes and Cheese Trays,
Bread Boxes and Bread Trays,
Perpetual Date Calendars,
Letter Racks and Paper Folders,
Dressing Cases, neatly ornamented,
Elastic Bill Files and Post Deliveries,
Bill Head and Card Cases,
Bill Files and Letter Clips,
Sand and Wafer Boxes,
Savings' Banks for Children,

Stoves.

Cook, of best patterns,
Parlor, Box and Plate,
Pyramids, all sizes,
Hall and Office,
Dr. Bushnel Coal Stove,
Sheet Iron Air Tight,
Mammoth Heaters,
Young Mammoth,
Cottage Parlor,
Russia Cylinder,
Ring Cylinder,
Sanford's $1,000 Challenge Heater, for Stores Offices, Churches and Public Buildings.
Benefactor and Peace Maker, warranted best made,
Mantles and Grates, large assortment,
Hot Air Furnaces,
Rangers, Heaters,
Registers, Ventilators, and all Air Warming Apparatus, full and complete assortment,
Clocks of all kinds,
Patent Tin Cans, &c., &c.

Want of space forbids the enumeration of the thousand other articles in our establishment. Suffice it to say, that OUR STOCK IS COMPLETE IN EVERY PARTICULAR, and we offer it in confidence to the public for inspection and purchase. Come and see us. GOODRICH & JOHNSON

GUERNSEY'S BALM,

REMOVES AND PREVENTS INFLAMMATION and pain, and heals the worst burn, scald, bruise, cut or flesh wound of any kind, prevents swelling and pain from bee stings, mosquito bites, and poisonous plants; cures neuralgia, rheumatism, ague in the breast, salt rheum, &c. When taken internally, it will positively cure croup in the worst case of children, and gives immediate relief, and also removes hoarseness and sore throat from this complaint. 25 cents a bottle. Should be in every house. For sale by Druggists and Storekeepers.
IRVIN STONE
Sole Proprietor, No. 1 Spruce St., New York.
sep7k67d1y3pp

5,000 Self-Sealing Fruit Cans.

A CAN THAT ANY WOMAN OR CHILD can seal or open without damage to the can, and will last a life time. Price 10 cents. Call and examine at GOODRICH & JOHNSON'S.

Railroads.

1860.

NEW AND FAVORITE

Express Passenger & Freight Line

Milwaukee to Suspension Bridge in 24 hours!

LOW RATES AND QUICK TIME,

BY THE

Detroit and Milwaukee Railway,

In connection with the

NEW AND POWERFUL UPPER CABIN STEAMSHIPS "DETROIT" AND "MILWAUKEE."

THESE STEAMSHIPS WILL LEAVE the Dock (foot of Milwaukee street) MILWAUKEE, daily, (except Sundays) at 5 A. M. and 4 P. M., for Grand Haven, connecting there with Express Train for Detroit, Suspension Bridge, Toronto, Montreal, Buffalo, Rochester, New York, Boston, &c., &c.

Parcels left at any of the offices will be promptly forwarded at very moderate rates.

Mark all Freight "Via D. & M. R." and save time and money by *not shipping by Express Companies.*

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Freight Offices—Dock foot of Milwaukee street.—W. M. GRAHAM, Agent.
WM. BERENS, Pass. Agent.
W. K. MUIR, Gen. Sup't.
D. & M. R. Offices, April, 1860. apl

MILWAUKEE & CHICAGO R. R.

1860. 1860.

SUMMER ARRANGEMENT.

Great United States Mail and Express Route.

THE ONLY RELIABLE AND ALL RAIL ROUTE to the EAST, SOUTH and SOUTH-WEST, and the only line making sure connections.—Baggage checked through to principal points.

On and after Friday, June 1st, 1860,

Trains will leave Depot, corner of Florida and Barclay sts., as follows:

At 10:15 A. M. Express Passenger train, arriving at Chicago at 1:05 P. M.

At 3:15 P. M., Express Passenger Train, arriving at Chicago 6:45 P. M., and making close connections with Evening Trains East, South, and South-west.

At 6.30 P. M., mixed train, for Racine, Racine Junction, Kenosha, and Chicago. Passengers will be taken to Chicago on this train at greatly reduced rates.

Passenger trains leave Chicago at 9:45 A. M., and 9:00 P. M., for Milwaukee and the North-West.

The 3:15 P. M. train connects with train on the R. & M. Railroad for Freeport, &c.

Tickets for all points may be obtained of H. O. WILSON, at the Union Ticket Office, 13 Wisconsin street, or at the Depot.
JOHN T. MOODY, Master Transportation.
Milwaukee June 1, 1860. je1

MILWAUKEE, WATERTOWN

AND

BARABOO VALLEY R. R.

OPEN TO SUN PRAIRIE.

ON AND AFTER MONDAY, SEPT. 4th, and until further notice, Passengers' Train will leave Milwaukee from the Depot, foot of Second St., daily, except Sundays, for Pewaukee, Hartland, Pine Lake, Oconomowoc, Watertown, Lowell, Columbus, Waterloo, Hanchettville and Sun Prairie, at 4:15 P. M.

Returning, leave Sun Prairie at 5:00 A. M., Columbus at 5:45 A. M., arriving at Milwaukee at in time to connect with the trains of Chicago & Milwaukee R. R. for Chicago; and with Steamers of the Detroit & Milwaukee Line, for all points East.

These trains connect with the Milwaukee & Mississippi R. R. at the Junction, for Whitewater, Janesville, &c., with the Chicago & Northwestern R. R. at Watertown, for Jefferson, Fort Atkinson, Fond du Lac, Oshkosh and all points to the North and North-West.

Connections are made with Stages at Sun Prairie for Madison, Lodi, Merrimac, Baraboo, &c., and Columbus for Fall River, Hamden, Otsego, &c.
S. S. MERRILL, Sup't.
Sept. 6th, 1860. apr15g28d1y

WEST TO EAST.

TIME TABLE

VIA

THE DIRECT ROUTE.

MILWAUKEE LEAVE 4.00 P. M., VIA D. & M. R. R.
Detroit, leave at 5:50 A. M.
Buffalo, arrival, 5:30 P. M.
New York, do 10:15 A. M.
Boston do 4:30 P. M.

Be sure and obtain Tickets via Buffalo & Lake Huron Railway.

The above Table is reliable.
Fares same as other Routes.
A. FELL, General Agent
Erie st. Depot, Buffalo.
R. S. CARTER, Director and Manager.
feb2j277dtf

Forwarding & Commission.

ANGUS, SMITH & CO.

STORAGE, FORWARDING

And Commission Merchants,

PROPRIETOR OF THE LARGE ELEVATOR Warehouse at the terminus of the Milwaukee & Mississippi, and the Milwaukee, Watertown & Baraboo Valley Railroads. Liberal advance made on property in store, or for shipments to eastern markets. oct22h348d1y

KELLOGG & STRONG,

Storage, Forwarding and Commission

MERCHANTS.

PROPRIETORS OF THE FIRE-PROOF brick Warehouse and Elevator, South Water street, at the terminus of the Lake Shore Rail Road, which connects with the Racine & Mississippi R. R., terminating at Freeport, Ill.

Having completed all their arrangements for receiving grain in bulk, shipped on the above roads or their connections, are prepared to store all kinds of grain on the most reasonable terms, making liberal cash advances when required.

Orders for the purchase of all kinds of produce, either by the cargo or otherwise, respectfully solicited. aug18h567dtf.

G. & J. L. BURNHAM,

STORAGE AND COMMISSION

BURNHAM'S BRICK WAREHOUSE,

West Water Street, Milwaukee.

Liberal advances made on all kinds of Produce in Store.
GEO. BURNHAM, J. L. BURNHAM.
dec10j8d1y

JAMES KEELER. JOHN P. WILLARD

KEELER & WILLARD,

COMMISSION MERCHANTS

Office 233 West Water Street,

MILWAUKEE.

CASH ADVANCES MADE UPON PROPERTY IN STORE OR CONSIGNED TO

Sawyer, Wallace & Co., New York.

REFERENCES.

Marshall & Ilsley, Mil;	Winslow, Lanier & Co., N. York;
Alex. Mitchell, Mil;	Sawyer, Wallace & Co., do
Geo. H. Walker, Mil;	Farmers Bank, Troy, N. Y.;
State Bank, Madison;	Hiram Slocum, Troy, N. Y.;
Columbia Co B'k, Portage;	Russell Sage, Troy, N. Y.;
Underwood & Co, Chicago;	Gurdon Grant, Albany;
Ed. I. Tinkham & Co., do	Cushman, Spence & Co.,
Hubbard & Hunt, do	Boston.
Hopkins & Co., Buffalo.	

nov12h82d1y2hpp

ROBERT READ,

(LATE OF M. H. READ & SON, ALBANY.)

PRODUCE AND COMMISSION MERCHANT

MENOMONEE WAREHOUSE,

Opposite the Mil. & Miss. R. R. Depot, Milwaukee.

ORDERS FOR PURCHASES ARE SOlicited, and advances made on consignments.

Refer to

M. H. Read & Son, Albany.	Rawls & Seymore, N. Y.
Thos. Schuyler, Albany.	Knapp & Peck, N. Y.
J. G. White, Pres't Bank of Capitol, Albany.	H. Daw & Son, Buffalo.
J. R. Bentley & Co., Buffalo.	J. Tweddle, Pres't Merchant's Bank, Albany.

my1h433d1y

CHAS. M. CUSHMAN. BENJ. W. SPENCE

CUSHMAN, SPENCE & CO.,

Produce & Commission Merchants

FOR THE SALE OF

Flour, Grain, Provisions, Wool, Ashes Grass Seed &c.

Nos. 8 & 14 Commercial, cor. Chatham St.,

BOSTON.

MILES & ARMOUR, Milwaukee,

Will advance on consignments to our address.
dec2j145d1y.

THOS. CLARKSON & CO.,

Commission Merchants,

BLUE WAREHOUSE, ERIE STREET,

Milwaukee,.................... Wisconsin,

WILL MAKE CASH ADVANCES ON consignments of produce to W. H. NEWMAN & Co., New York. THOS. CLARKSON & CO., CLARKSON, HUNTER & CO., Milwaukee, Toronto, C. W. Wis.

SAWYER, WALLACE & CO.,

Commission Merchants,

IN BREADSTUFFS, PROVISIONS,

And Western Produce Generally.

47 BROAD ST., NEW YORK

I. H. SEELYE, Jr., Agent,

No. 233 West Water Street, Milwaukee, WILL MAKE CASH ADVANCES ON CONSIGNMENTS.
oct19h596d1y

Pork and Beef Packers.

IN STORE AND FOR SALE, FROM our own packing, at lowest market price,
HEAVY MESS PORK,
LIGHT MESS PORK,
MESS BEEF,
BEEF HAMS,
LARD, by bbl.,
TALLOW, by bbl.
LAYTON & PLANKINTON.

NEW SUGAR CURED HAMS.

JUST FROM SMOKE HOUSE, A FINE lot of sugar-cured hams and dried beef; for sale by
jan16 LAYTON & PLANKINTON.

EDWARD RODDIS,

WEST WATER STREET, HAS CONSTANTLY in store, for sale—
Mess Pork;
Mess Beef
Leaf Lard, in bbls and half bbls
Bacon, Green and Smoked:
Smoked Sugar Cured Hams;
Smoked Sugar Cured Shoulders;
d1y Soap, Candles, Tallow, &c. &

CHILDREN'S CARRIAGES.

JUST RECEIVED, A LARGE VARIETY of Children's Wagons, Cabs and Gigs, which we will sell to the Trade, or at retail, at unusually low prices. BLAIR & PERSONS.
my1

Railroads.

LA CROSSE & MILWAUKEE R. R.

1860. 1860.

SUMMER ARRANGEMENT.

Only all Rail Route to La Crosse.

ON AND AFTER MONDAY, AUGUST 6th, trains will leave Milwaukee as follows:
Morning Accomod'n, (Sundays excepted,) 7:20 A. M.
Afternoon Express, (Sundays do) 3:45 P. M.

Trains arrive at Milwaukee:
Morning Accomod'n, (Sundays excepted,) 9:40 A. M.
Afternoon Express, (Sundays do) 2:35 P. M.

Connections made at Horicon Junction with trains on Horicon Railroad, and at Minnesota Junction with trains on the Chicago & Northwestern Railway, and at La Crosse with Steamboats for St. Paul and intermediate points.
EDWIN H. GOODRICH, Manager.
Milwaukee, August 6th, 1860. aug6

SUMMER ARRANGEMENT.

1860. 1860.

MILWAUKEE & MISSISSIPPI R. R.

FOR

Whitewater, Madison,

PRAIRIE DU CHIEN, JANESVILLE

MONROE, BELOIT, BELVIDERE,

Freeport, Galena, Dubuque.

FORT ATKINSON, JEFFERSON,

FOND DU LAC, OSHKOSH,

LA CROSSE AND NORTHERN IOWA AND

MINNESOTA.

Change of Time, April 22, 1860.

ON AND AFTER APRIL 22, 1860, PASSENGER Trains will leave Milwaukee as follows:
Mail and Day Express..................10:45 A. M.
Night Express..........................10:45 P. M.
Monroe and Madison Accommodation.........4:10 P. M.

Trains arrive at Milwaukee at 5:30 P. M., 4:00 A. M., and 11:45 A. M.

Fare to all points on the Mississippi River as low as via any other Route.
WILLIAM JERVIS,
ao6 Gen'l Superintendent.

RACINE & MISSISSIPPI RAILROAD

Passengers for Burlington, Delavan,

CLINTON, BELOIT,

FREEPORT, GALENA, DUBUQUE,

AND POINTS IN IOWA AND ON THE MISSISSIPPI RIVER.

Can procure through tickets at the office of the Milwaukee & Chicago R. R. MATT TAYLOR, Sup't.
G. A. THOMPSON, Gen'l Manager. je20

PITTSBURG, FT. WAYNE & CHICAGO R. R

NOW COMPLETED TO CHICAGO

THIS NEW AND DIRECT ROUTE IS now open to New York, Boston, Pittsburg, Philadelphia, Baltimore, Washington City, Cleveland, Dunkirk, Buffalo, Niagara Falls, and all Eastern Cities: Cincinnati, Columbus, Dayton, Springfield, Urbana, Zanesville, Steubenville, Newark and Wheeling, and all interior towns of Ohio, Pennsylvania, Virginia, Maryland, New Jersey, &c., making one grand unbroken Railroad line between

CHICAGO AND THE EAST.

FARES AS LOW AS ANY OTHER ROUTE.

Passengers wishing to go by this desirable and pleasant Route, should be particular and ask for Tickets by Fort Wayne, avoiding the annoyance of re-checking baggage as by other routes.

Trains leave the depot on VAN BUREN ST., daily as follows:
5:10 A. M., Morning Mail and Express.
7:25 P. M., Night Express.

CHECKING BAGGAGE THROUGH

To Pittsburg, Philadelphia, Baltimore and New York. Connecting directly with trains on the great Pennsylvania Central Railroad, to all Eastern cities. Also, with the Cleveland & Columbus R. R. to Cleveland, Dunkirk, Buffalo, Niagara Falls, via New York Central and New York and Erie Railroads to New York and Boston.

Persons going East will find this route by far the most desirable, both from the advantage in point of distance, variety and beauty of the country through which the roads pass, and the less frequent changes of cars, and the annoyance of re-checking baggage required by other routes.

Facilities for the transportation of Freight and Live Stock by this route are unsurpassed. Rates as low as any other route, and with equal dispatch.

Tickets for sale at all the principal ticket offices at the West, and at the Company's office, No. 50 Dearborn St., opposite the Tremont House, Chicago, and at the Union Ticket office, No. 230 East Water St. Milwaukee.

JOHN J. HOUSTON, General Freight and Passenger Agent, Pittsburgh.
D. W. ROSS, Gen'l Western Agent, Chicago.
W. K. SCHENCK, Passenger Agent. mar12j35d1y

1860. Summer Arrangement. 1860

MICHIGAN CENTRAL

And Great Western (Canada) R. R.

TRAINS LEAVE THE GREAT CENTRAL Depot, foot of Lake street, Chicago, as follows:

7:30 A. M.—Lightning Express, (except Sunday) arrive at Detroit 6:45 p. m.; Suspension Bridge 4:30 a. m.; Albany 3:30 p. m.; New York 9:00 p. m.; Boston 11:30 at night.

8:00 P. M.—New York and Boston Express, (except Saturday) arrive at Detroit 7:30 a. m.; Suspension Bridge and Buffalo 6:00 p. m.; Albany 5:00 a. m.; New York 9:45 a. m.; Boston 1:00 p. m.

10:45 P. M.—Express Mail (except Saturday) arrive at Detroit, 12 noon; Suspension Bridge 10:30 p. m.; Albany 8:30 a. m.; New York 2:15 p. m.

9:30 A. M.—Cincinnati and Louisville Express (except Sunday) through in 14 hours to Cincinnati, 18 hours to Louisville.

8:00 P. M.—(Except Saturday) through in 13½ hours to Cincinnati, 19 hours to Louisville.

Sunday Trains 8 p. m. and 10:45 p. m.

Patent Sleeping Cars on all night trains.

The 3:00 p. m. train connects at Paris with the Buffalo & Lake Huron Railway, for Buffalo and all points east; at Toronto, with the Grand Trunk Railway to Kingston, Ogdensburgh, Montreal, Quebec, and all points to Canada East, Northern Vermont, New Hampshire and Maine.

Baggage checked through.

Through tickets for sale at the principal Railroad offices in the North and West, and at the company's office, corner Lake and Dearborn streets, under Tremont House, Chicago, at the Depot, foot of Lake St. R. N. RICE, Sup't.
HAWLEY COLE, Agent, Milwaukee.
H. J. SPALDING, Gen. Pass Agent. apl1

MICHIGAN SOUTHERN & LAKE SHORE R. R

SUMMER ARRANGEMENT.

7:30 A. M.—New York and Boston Express—daily, except Sunday, via old line.

8:00 P. M.—Night Express—daily, except Saturday, via old line.

Connections at Toledo and Detroit with trains to all points interior in Ohio, Pennsylvania, New York, and the New England States and Canadas.

Connections made at Cleveland every night with steamboat for Buffalo.

Salisbury's Patent Ventilators and Dusters on all day trains.

WOODRUFF'S PATENT SLEEPING CARS accompany all Night Trains on this route to New York and Boston.

Tickets can be had at all the ticket offices in the West, and at the Company's Office, 52 Dearborn St., and at the depot.

Trains leave Toledo at 10:25 A. M. and 10:25 P. M., arriving in Chicago at 8 A. M. and 8 P. M.
GEO. M. GRAY, Gen. Western Agent.
JOHN D. CAMPBELL, Gen. Supt. je30j54d1y

Transportation.

New and Important Arrangement.

To Shippers of Freight

TO THE NORTH-WEST.

THE LA CROSSE & ST. PAUL

UNITED STATES MAIL PACKET LINE

Running only between LA CROSSE & ST. PAUL for the transmission of

Passengers, Freight and Mails.

THE PACKET LINE IS COMPOSED of the Steam Packets

Favorite, Frank Steele, Winona, and Aeolian,

Acknowledged to be the best boats for the trade upon the Upper Mississippi, being of lighter draft than any now running.

This Line carries the United States Mail, and has not missed a daily connection since it was established, with the trains, either way, upon the La Crosse & Milwaukee Railroad.

Shippers from Milwaukee will see that this is the most reliable Line of Boats for freights, as the lightness of draft enables them to make their trip without delay, while by any other route delays are unavoidable.

One of the above Boats will leave La Crosse every evening, on the arrival of the 1:55 P. M. train from Milwaukee, and returning arrive at La Crosse in season to connect with the Express Passenger train, which leaves at 5 A. M.
DAVIDSON & CO.,
aug21k10dtf Proprietors.

GREAT WESTERN DESPATCH!

FAST FREIGHT LINE,

Via DETROIT & MILWAUKEE R. R.

GOODS ORDERED BY THE "GREAT WESTERN DESPATCH," will be sent through at the

LOWEST RAILROAD RATES viz.

New York to Milwaukee..........120 90 67 47
Boston do 150 98 67 52

All claims for losses, damages or overcharge, will be promptly settled, and in no case will patrons of this line be sent to Railroads for redress.

Order goods marked
'GREAT WESTERN DESPATCH.'
apl14d3tf WM. H. PERRY, Sup't, Buffalo.

Northern Transportation Com'py,

1860. 1860.

Will, during the present Season, run their well-known and popular Line of

FIRST CLASS SCREW STEAMERS,

Regularly between

OGDENSBURGH, CAPE VINCENT & OSWEGO AND THE UPPER LAKES,

Forming a Tri-Weekly Line to and from

Chicago, Milwaukee and Intermediate Ports,

Connecting with the

RAIL ROADS BETWEEN OGDENSBURGH and Boston, Lowell, Lawrence, Nashua, Manchester, Concord, Worcester, Fitchburgh, Keene, Bellows' Falls, Rutland, Burlington, and other intermediate points. At

Cape Vincent with the Watertown & Rome Railroad

And at

Oswego with the New Oswego Line

Of fifty first class Canal Boats on the Enlarged Canal between

OSWEGO, TROY, ALBANY & NEW YORK.

Through freight subject to but one transhipment.

AGENTS AND CONSIGNEES.

J. MYERS, No. 191 Broadway, N. Y.
[illegible] SPALDING, No. 3 Coenties Slip.
JOHN HOCKING, No. 98 State St., Boston.
A. CUSHMAN, No. [illegible]
C. L. THOMPSON, Treasurer, Ogdensburgh.
GEORGE PARKER, [illegible]
GEORGE A. EDDY, Oswego.
CRAWFORD & HOWELL, Oswego.
T. WALKER, Toledo.
E. K. MATHEWS, Detroit.
McHENRY & BARKER, Racine.
MATHEWS & Co., Chicago.
FISH & MICHAEL, St. Louis.
mar21j26dtf O. J. HALE, Agent, Mil.

Three boats a week of this Line will leave Milwaukee for the East, and are provided with superior accommodations for passengers. Rates of fare always lower than by any other route.

For freight and passage, apply to O. J. HALE, Agent, Foot of West Water St., Milwaukee.